

Bikeology

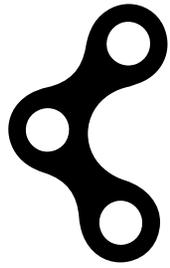
When design drives the bike

Exhibition catalogue

Editor: Kultúrgorilla

*Museum of Applied Arts, Budapest
Hungarian Museum of Science, Technology and Transport, Budapest*

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FOREWORD

Cycling has affected almost everybody in one way or another. We could all tell stories about how we love cycling or what keeps us from hopping in the saddle.

Two emblematic Budapest organizations, the Museum of Applied Arts and the Hungarian Museum of Science, Technology, and Transport say farewell to their audiences with a bicycle design exhibition before their respective reconstructions. They wish to convey messages to their visitors that might provide points of reference for their future operation, after their reopening. We attach notions like movement, swing, energy, freedom, and consideration of others to the bicycle. All these notions are essential cornerstones of the operation of our soon-to-reopen museums.

The projects created through international and local cooperation, the contemporary themes and approaches, the sustainable operation, the exhibitions reflecting social processes and the experience-based interpretation of the collection are all points of reference that appear throughout the exhibition titled “Bikeology – when design drives the bike” and that will all be essential here and in Hungary’s renewing museums. The growing popularity of bicycle transport increases the number of interactions, as well. We may observe its tendentious rise in modern museums all over the world. “Re-touching” or the portrayal of our artifacts in renewing contexts defines our program for the next few years in principle.

The diversity of seeing and displaying – as shown in the two introductions written for this volume – flashes thinking in a broader

sense that must be the cornerstone of the everyday practice of a 21st-century museum. Gábor Roskó, visual artist and bicycle collector from Budapest samples the “iron” with authentic sense of style and form, representing noble trends. We can almost smell an inner-city Pest bike repair shop; we may peek into Uncle Pfeiffer’s shrine where one was able to acquire an international perspective through the steel frame even on this side of the iron curtain, once upon a time. Katalin Tóth’s short Budapest bicycle history enlightens us about how Budapest’s bicycle transport developed within the European context from the very beginning.

The fact that two Budapest museums awaiting renewal organize one of their last exhibitions in close cooperation carries an important message in the age of interdisciplinarity and horizontal collaboration since the secret of our future’s success lies in interoperability, mutual regard of values, transparent and effective operation.

Zoltán Cselovszki
Acting Director
Museum of Applied Arts

Dávid Vitézy
General Director
Transport Museum



Photo © Balázs Mohai

HUMANS AND BIKES

More bicycles are being sold these days than cars. Hungary is no different: according to a survey, Hungary is the third largest regular user of bicycles in Europe (Eurostat 2015). The bicycle is becoming a real transport alternative in the big cities of Europe and this process effects our culture, our built and natural environment, and even our economy. Today, when we talk about bicycles we don't just think of a means of transport or sport but an expression of our individual and communal identity, a tool of social mobility and a cornerstone of tomorrow's city planning, as well. Several self-governments and businesses discover the advantages of a bicycle-friendly city encouraging the growth of sustainable urban mobility and transport.

Designers play an exceptional role in this transformation. Contemporary design has created objects and systems connecting to or supporting urban cycling en masse, during the last decade. It has become a real challenge to choose a bag, a helmet, a lamp, a child's seat or a navigational device as a consumer.

For Kultúrgorilla, design is more than just creating a form. It could be the engine of real change. A well-designed product, the token of an improved quality of life reaches beyond itself and might become the beginning of social innovation especially if it reaches a critical mass of users. Several designers who focus on cycling have been looking for, and have found answers to contemporary and burning global

issues in the last decade. As curators of the Bikeology exhibition, we did not just want to introduce the bicycle itself, its contemporary design trends or its history, but we examined the driving force it represented in the solution of the defining questions of our life and future. The exhibition illustrates the design solutions that are significant from social, economic, and ecological aspects, through more than 60 objects and projects.

The designers consider it a principle to reach the widest possible array of social groups. Design and design-thinking is capable of increasing the circle of users above a critical mass and multiplying the role of the bike as a social integrator. Numerous recent design movements – like social design, tactical urbanism, or open design – prove the inspirational role of the bicycle in the area of design. The goal is to have more people sit in the saddle to generate a real change in one of the most wonderful design challenges. The universality of the bicycle makes development accessible for everyone.

The interactive machines developed in cooperation with the designers at Studio Nomad symbolize the new, direct, and creative connection of the human being and the bicycle, helping to experience the message of Bikeology. Besides the primarily contemporary collection, a few historical objects are emphasized providing a further layer of interpretation. Necessities have not changed much during the last one



Photo © Balázs Mohai

hundred years but solutions have, with the dawn of the digital era, the use of new materials, and systemic thinking.

After all, there is no denying that the bicycle has become a philosophy. After the Dutch paradigm change of the 70s, we do not just talk about a feeling or an intuition. Positive changes and processes can be justified with specific numbers, positioning the spread of urban cycling in their center.

The material and environmental culture of the bicycle inspires more and more

people to cycle, helping urban dwellers adapt to the global changes outlining European future for the next decades. The relationship of humans and bikes changed forever in the 21st century. Surpassing romance and practicality, it has become our sidekick helping us to survive personal and global crises.

Anna Göttler, Júlia Oravecz, Éva Tornyánszki

Members of Kultúrgorilla design manager group, Curators of the exhibition

IRON

Don't be mistaken by the numerous modifications in the form: the bicycle still preserves its conservative heritage. The two wheels with the chain, and the frame, which is none other than a machine composed of carbon fibres. All in all, the outlines have changed, the essence hasn't.

DIAMOND FRAME

Iron denoted by names like Alcyon and Automoto, Burco, Campagnolo or Leonidas. Inimitable hand-made enamelling appears on the rear seat stays. Actually, it's iron that makes our hearts beat faster, and also words of craftsmanship and planning, such as the *subler* (calliper), the *kirner* (prick punch), the *sauber* (scraper), the *vinkli* (bevel rule) and the *mutter* (nut). Accompanied by devices like a nut threaded onto a string. Nobody will ever use them. And their masters are forgotten as well. That vast amount of iron all vanishes. No one will say 'the bike that sticks a lot'. A good old bike sticking a lot. With a torpedo hub in reliable quality, with balloon tires. And the stripes on the rim, you can even choose from the patterns.

'Will it do or won't it do?' asks old Mr. Pfeiffer.

The customer, however, buys a touring bicycle. Where the dust allows, you can see dark purple varnish, blue mudguards, woven toe clips, things like these.

The customer goes off with the bike.

Two bikes are standing supported under the tree, and, good heavens, unclaimed. One for a man, the other one for a woman. It's

getting dark, they should be given shelter. They'd better be hidden for the night. Let's call the act collecting. Even compassion has a limit.

Thousands of bikes are being disintegrated in canals. From time to time, a heartless barge seizes, say, a hundred and, as a result, is made to feel that it is doing something. The rest of iron serves as a place for water birds to build nests made of bin bags. Nevertheless, pity won't produce racing bikes.

We are taking the Italian spare part and casting a duplicate. A little filing and it's ready. We can attempt Slovakian Crossing. Depending on the mood of the customs officer asking you why you 've got 40 rear hubs in the rucksack.

(The favourite is Favorit A. M.) Of course, he knows well what Peace Competition goes with: socks slipped down, leather shoes worn out. Black coffee drank from an aluminum pan. There weren't huge differences. 'Well, Sir, this is a Krétai, a Gürtler, a Liskai, and this one is a Trapcsák.' 'Certainly, it can be an English tube set, but it'll be more costly.' He is watching the flame attentively and copper is finely going where it has to be, and, 'honestly, the rear dropouts have to be replaced as well.' 'But, please, don't touch it since the iron is still hot.'

Oh, yes, paying attention, carefulness, patience count a lot. Oil feeds on the front and rear hubs. You can set them for hours. Spare part boxes are covered by dust. However, if the one searched for in vain is found, all your stress is gone. The well-known spanners measured in *coll* (inch),

Te Plaw gyerekek,
ne léssam meg,
hogy hozzányúlssz
a forró vasához



slightly visited by some rust already, but instrument oil heals the wounds.

FINE

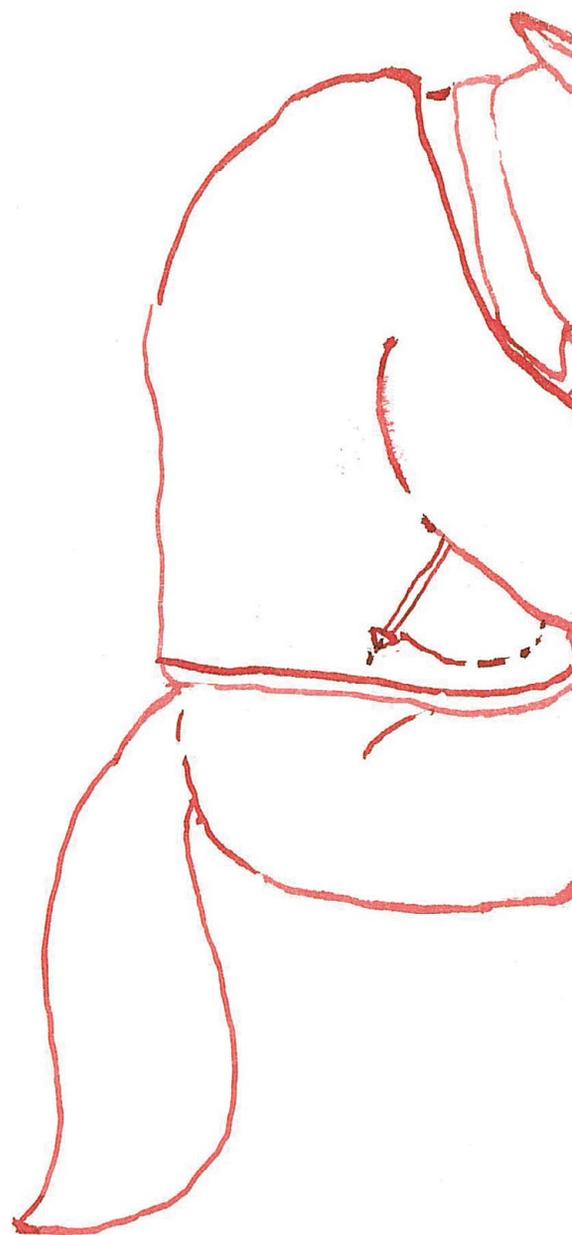
The word is going out of use. English and French bicycles in the finest design. Nicely woven carbon fibres. They sound strange, completely different acoustics from that of iron, even if hardly anyone cares about it. The shapes are curved, somehow the bikes look fatter. Fat rims, fat frames. Shinko struggling hard survives everything. It's a really fine stuff. Fabricated with mysterious adhesives. A dream: a Mercier, a Gitanes, a Peugeot. Worn proudly. Aluminum is a nice thing but can we say 'a fine bicycle with al frame'? Definitely not. Then why do we love it in spare parts? Good old Kampa (Hoelicker) or Pelissier with a wide disc brake, everyone wants that.

Whatever may happen, we will be rolling. As the parading Army Cyclist Corps were doing. Flowers were being thrown to them. They kept rolling until real war started. Then they were put into tanks. Better, isn't it? Although the axle pedal was extremely sophisticated. Viet Cong boys were also rolling – and they won the war. Later piglets, rice straw and hencoops were taken, and also tourists giving cash. One can live on fixing flat tires by the roadside. Adhesive is worth a lot and nothing will be thrown away, we will weld it. We'll do welding as long as we can.

60 km/hour has been reached, derailleurs are controlled electrically, exotic materials are taken for use, chainrings are forged to be hollow, for every gram counts. *Contre La Montre*. Contesting the clock? Fighting time? We're also letting go of the handlebars. It's all the same whether we wear breeches or Lycra, the fact remains: bikes will be bikes.

The author is a painter, graphic designer and bike collector

*Rimes ez c
hogy nem tud*



a Blau gyerek,
vigyázza a holmijára



BUDAPEST BIKE REVOLUTION

Morals on the connection between the city and cycling

The emergence of Critical Mass is indisputably a decisive event of current Budapest history. Because of the bicycle demo, held twice a year between 2004 and 2013 and the movement that followed, masses of cyclists have appeared in the streets of Budapest (Udvarhelyi 2009). On the 20th anniversary of the global initiative that started in San Francisco in 1992, a celebratory English volume was published with portraits of several cities. The Hungarian organizers were proud to state, “We have changed our city forever” (Kükü and the Critical Mass Budapest Community 2012, 171). There are also numbers to support the changes in Budapest transport habits. Since 1994, bicycle traffic has grown tenfold at six different locations of downtown Budapest (Bencze-Kovács, Virág et al, 2015).

The Budapest “bicycle revolution” fits the international trend. Cycling has become one of the symbols of sustainability and urban quality of life and its significance has grown rapidly in the vision of big cities from San Francisco to New York, London, Paris, and Berlin, all the way to the neighboring Vienna. What makes the Budapest “bicycle revolution” unique in this context and what are the similarities with other cities? What outlines does

the changing and stormy 20th-century relationship of the Hungarian capital and cycling provide to these features?

Naturally, it is not a new idea to commute in the city by bicycle. Individual motivations for the everyday use of the bicycle – like speed, flexibility, cost-effectiveness, and enjoyment – had not changed throughout the 20th century. The social perception of the question whether it is trendy or progressive to cycle is only one of the outside elements that shape cycling. Supportive or prohibiting urban policy, alternatives of commuting, distances within the city and topography are all defining conditions. Cycling played a paramount role in the passenger traffic of European cities between the two world wars, before the spread of cars and the construction of the bus and subway networks. The tram system and walking meant the only competition in the densely built-up inner cities at that time (Oldenzien 2013, 147). Transport professionals and lawmakers wanted to structure the traffic of cities and prepare them for the upcoming motorization resulting in the suppression of bicycle traffic.

The mass production led to decreasing world market prices encouraging more



Cyclists still held on to trams in Budapest, although it was illegal. 1951
Source: Fortepan | Magyar Rendőr, donor

people to sit on the saddle. (Puch men's bicycle, c. 1930, see: pp. 52-53.; Cargo bicycle, c. 1935, see: pp. 120-121.). By the end of the 1920s, more and more cars participated in traffic but it was cycling that developed the most dynamically. Urban lower middle class, workers, and commuters from surrounding villages preferred bicycles – due to their cheaper price and reliability – to trams and suburban trains (Fellner 1937). Unskilled laborers played an underappreciated but important role as bike couriers in urban cargo transport. The ratio of cyclists peaked in 1938, reaching 37% of the traffic in the capital (Tóth 2016, 162). Motorization – deemed essential but still distant – and cycling ran into

conflict with each other (Ruisz 1941, 120). The police chief prohibited daytime bicycle traffic on designated main roads, in the downtown area and on certain bridges in the capital (N. n. 1927; Borsiczky 1942). As a solution, the city leadership voted for building separate bicycle routes, based on the German model (N. n. 1938; Wohl 1938). Until the beginning of World War 2, bicycle routes were built on the Miklós Horthy Bridge, opened in 1937, Kerepesi Road, and Kőbányai Road, but their construction ceased after the war. The prohibitions on main roads remained in effect and cycling was rolled back to the outskirts of Pest (Vásárhelyi 1949, 348). Practicality was the only pro-cycling argument in Budapest,



Ferenciek tere (Felszabadulás tér). 1956
Source: Fortepan | Gyula Nagy, donor

because using a bike was not attractive for the middle class (Ny. I. 1938). However, this very characteristic of the bicycle came in handy in times of crisis. Newspaper articles inform us about the cycling fever of the middle class due to fuel cutbacks during WW2 in all major cities (K. I. 1942; N. n. 1943). The photographs immortalizing the 1956 revolution portray several cyclists in motion or as onlookers. Cars were part of the privileges of the political elite in the first years of socialism, therefore motorized bicycles and motor bikes provided the first step of motorization for many (Csepel tour bike with Dongó engine, c. 1956, see pp. 150-150.). After WW2, the by now iconic urban and traffic planning of Dutch and Danish cities did not see growing motorized traffic and cycling to be mutually exclusive, as firsts in Europe. Therefore, besides the growing motorization of the 1960s, there was still room for the two-wheelers on the roads.

In Hungary, the number of cars started to grow rapidly in the 1980s, putting cycling in the limelight again. Newspaper articles reported on the western and northern



Walking cyclist on Erzsébet (Lenin) körút. 1956
Source: Fortepan | Gyula Nagy, donor

societies' new approach of ecology, leading to the reinvention of urban cycling (Szűts 1974). Foldable bikes became popular at that time because they were easy to combine with public transportation and cars (Csepel foldable prototype in plastic box, c. 1970, see pp. 44-45.). The ecological change, the growing local accident rate, and the increasing threat due to heavier traffic put the so-far postponed nation- and Budapest-wide bicycle route construction on the agenda (Bencsik 1984). The growing number of trekking bikers, their requirements, and the high air pollution measurements also supported their case (Weidinger 1981; Szabó 1982; Kovács 1984). The first countrywide bicycle route construction program started in 1982. The Traffic Department of the Metropolitan Council ordered plans for the metropolitan network from the design firms (Barsiné Pataky 1986; Lukovich – Barsiné Pataky 1988; Szálka 1990). The design engineers considered Vienna the example to follow. Bicycle traffic has grown to 5% in the Austrian capital at the beginning of the 1980s, as a result of the fast construction of the citywide cycle route network. The Budapest transport sector and the public



Retek utca, courtyard with bicycle stand
Source: Fortepan | Tivadar Lissák, donor

opinion did only consider the costly and isolated bike lanes, just like in Vienna, based on transport safety. However, both the political will and the necessary resources were missing for their coherent execution. In the capital, the bike-lane constructions began after the change of the political system, creating a split network. The main reasons were the operational difficulties of the two-level self-government and the lack of professional experience, from both the sides of the city management and the residents, as well (Háner 1998). Both sides considered the support of cycling a planning and infrastructure-building task. The insignificant social backing of environmental and cycling advocacy in the 1990s posed another difficulty. The flag-bearer of the lobbyists was the organization named Friends of Urban Cycling, founded in 1993. They held the first, modestly attended demonstrations in the capital (Volosin 1999).

Grassroots social pressure and the rising price of public transport started the explosion of Budapest cycle traffic in the 2000s. The starting point was considered the urban subculture around bike

messengers and their followers who broke the wall of fear regarding urban cycling. The first Budapest Critical Mass demo, organized by the bike messengers, with the participation of cyclist organizations has become not just a tool of political pressure but also a free celebration of victory over fear, beginning in 2004.

The organizers were successful in building a movement that mobilized groups independently of party politics and with an authentic message, and created a community with wide-ranging social support (Udvarhelyi 2009). Social media, blogs, and forums assisted in joining the organization of demonstrations and the access to information on everyday cycling and Budapest cycle fashion. Small businesses were founded around cycling, that did not just shape but made the material culture and fashion of Budapest cycling known outside the national borders.

The Hungarian Cyclists' Club, re-established in 2006, gained a broad social base within a few years putting cyclists' advocacy in a new position to negotiate on

a district and a metropolitan level. The new generation of traffic engineers provided a strong civilian professional background for this work of fluctuating success. As an example, the Margit Bridge demos of 2009 achieved a narrow and dangerous bike lane only, on the northern sidewalk of the bridge. Still that year, the cyclists did gain cycle lanes on Kiskörút. This was the first symbolic victory of the interest group. The approach of the Center for Budapest Transport, established in 2010, and the MOL BUBI community bicycle rental system, initiated by them, made cycling an organic part of metropolitan traffic policy.

Budapest cyclists may roam the streets with the self-consciousness of first generation revolutionaries by now, since none of the Budapest worker-cyclists from the period between the two World Wars were left to tell the tale. Although constructions have begun, the conditions of bicycle traffic are still far from perfect. Several bike lanes and parking spots are missing and the transport of bicycles is not solved either, in the capital. In spite of all that, the ratio of cyclists continues to grow in the downtown areas: they comprise more than 10% of the traffic as measured at several main downtown intersections (Bencze-Kovács, Virág et al 2015). Cycling culture is an undisputed part of Budapest's urban image by now, thanks to the continually strengthening citizens' initiatives during the last 15 years and not to a brand built from top down. Thousands of participants demanded the missing improvements and celebrated urban life with bikes at the 2015 spring bike demo, restarting under the name "I bike Budapest". This is hardly surprising since cycling has become a social practice of opinion-forming Budapest groups, effecting urban culture in the last one and half decade. Urban cycling has become the most successful social movement of the last decade in Budapest, providing a unique possibility. The bicycle offers daily exercise

and an environmentally conscious aspect for urban dwellers, creates communities, and makes air cleaner and roads safer. Cycling is becoming a part of life for Budapest locals, making the capital more livable, not only on the eye-catching city image photos but in everyday life, as well.

The author is a PhD student of the Graduiertenschule für Ost- und Südosteuropastudien (Ludwig-Maximilians-Universität) researching the history of Budapest cycling and is a professional advisor of the exhibition

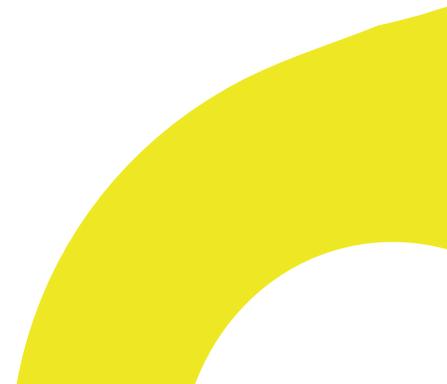
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BIKEOL

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**When design drives
the bike**

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LOGY

es

The bicycle is an exceptional design achievement. However, due to the social changes of the last century, it can no longer be considered a simple piece of transportation or sports equipment: the bicycle has become the driving force behind social mobility and sustainable economy.

We are witnessing a real bike revolution these days: more and more of us choose the bicycle in our urbanizing world, as a clean and cost-effective alternative to transportation, as a lifestyle or as a means of identity construction and community building.

Contemporary designers responding to this trend create objects and systems supporting urban cycling *en masse*. The Bikeology exhibition illustrates the importance of design within the development of urban cycling using a cross section of contemporary movements, through the triple scale of the individual, the city, and the world.

Whether about practice or self-expression, city development or business, integration, or environmental sustainability, design creates an opportunity for more people to swing into the saddle to make the world go around together.

DESIGN MOVEMENTS



INCLUSIVE DESIGN

Its aim is to design products, product lines, and services accessible and usable by the widest number of members of society, considering social diversity.



D.I.Y. MOVEMENT

Based on the requirement of self-sufficiency it endorses, fosters people actively participating in the production of personal goods as opposed to passive consumption, in most areas of life.



UPCYCLING DESIGN

The re-use of waste materials or parts to create better value objects by the work process and their new function.



MAKER CULTURE

The technology-based version of D.I.Y. concerned with the invention and mutation of devices and the sharing of designs, using the tools of electronics, robotics, 3D printing, CNC machines, metal- and woodworking.



NEW CRAFT

The design of unique products, handcrafted of quality materials, often integrating traditional artisan techniques and new production technologies or material development.



OPEN DATA

A movement supporting free access to data. It wants to make timely data accessible on a large scale, needed for social and economic innovation, making quick adaptation possible in multiple areas.



FAIR TRADE

It ensures that marginalized producers of the developing countries work among humane conditions for a fair price, beyond short-term commercial interests.



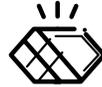
OPEN DESIGN

The design of products, machines, and systems for anyone based on the information available on the internet. The product itself is often “open”, the users may develop it by sharing new information or repairs.



ECODESIGN

Its aim is to eliminate harmful environmental effects during the whole lifespan of a product, from production and purchase to use and discharge or a possible recycling process.



SMART DESIGN

New innovative design solutions using the latest development in informatics, electronics, or robotics to create systems or products enhancing urban life quality.



REPAIR MOVEMENT

The movement acts against planned obsolescence and waste by extending the lifespan of objects, facilitating repair, disseminating basic repair knowledge, and changing attitudes.



SOCIAL DESIGN

A socially responsible design trend, based on anthropology and human ecology, bringing about positive social change with strategic and systematic development, encouraging social integration.

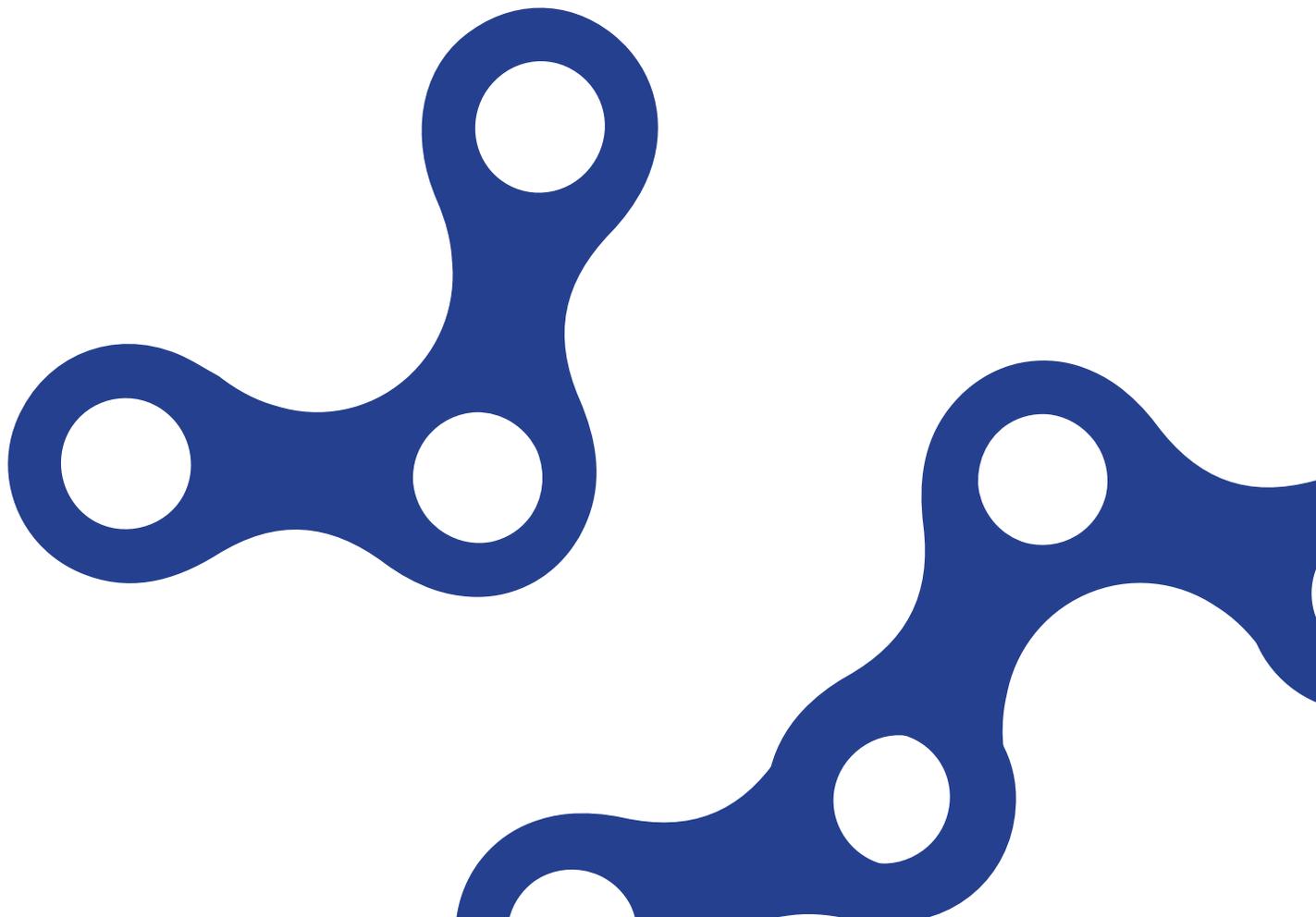


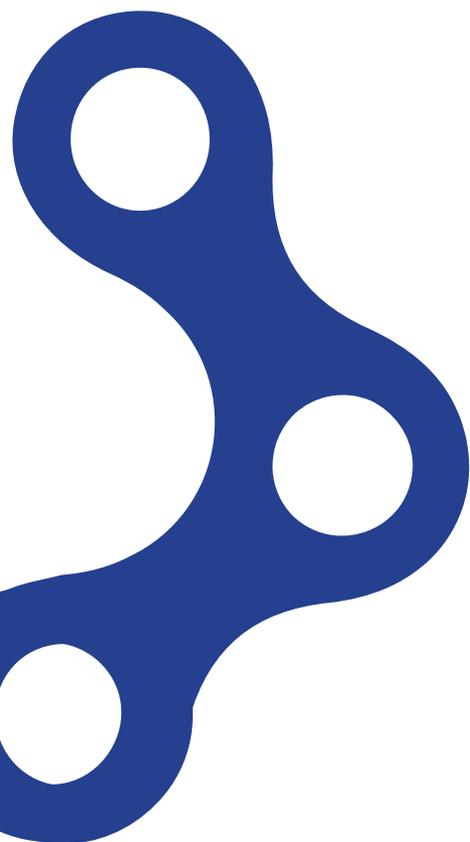
TACTICAL URBANISM

Small-scale urban interventions to test urban development solutions with low risk. Initiated often by citizens, spread worldwide and adopted by local self-governments.

CHAIN

LINKS





There is a biker in each of us: the freedom lover, the environmentalist, the cool one, or the health conscious. The objects shown here address both the pathfinders and the experienced ones.

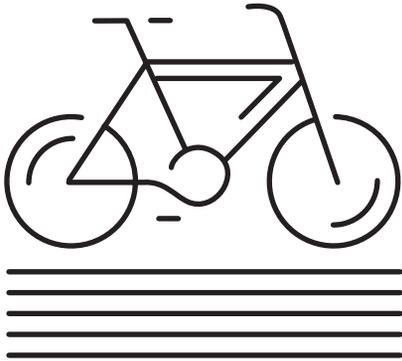
It is not easy to sit in the saddle in the city for a lot of people. Contemporary design has provided answers en masse during the last decade to increase our sense of security and comfort, to be able to overcome the obstacle that held us back.

The drawing collection of Velocipedia shows us how one thing can be seen in many different ways. Workcycles helps transportation by bike, but its modular elements are specialized for individual needs. We may feel safe wearing the Hövding helmet while staying trendy. Haize's compass navigates while leaving us the freedom of path finding. By overcoming the challenges, cycling becomes part of our day and our identity and appears in our material environment.

Individuals initiate every change in society. We are essential links of this change, no matter what bike we ride on.



POSITIVE EFFECTS OF CYCLING



0%

Emission

Urban cycling is good for small businesses



Bakery



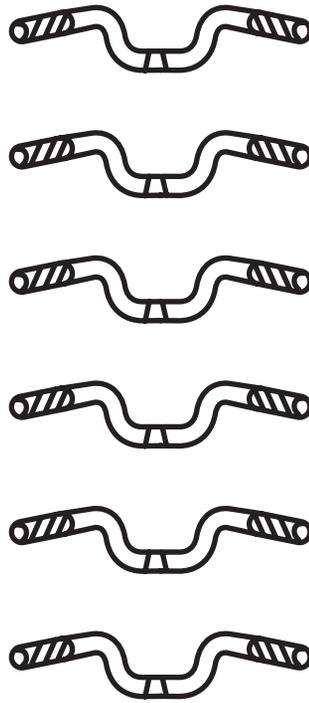
Coffe shop

Longer lifespan



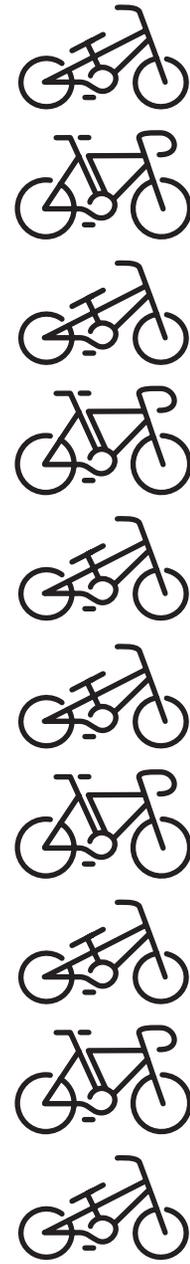


Minimal noise pollution

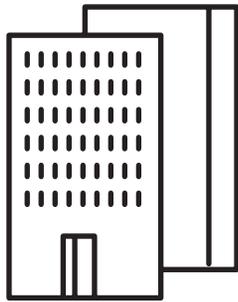


Improves social mobility

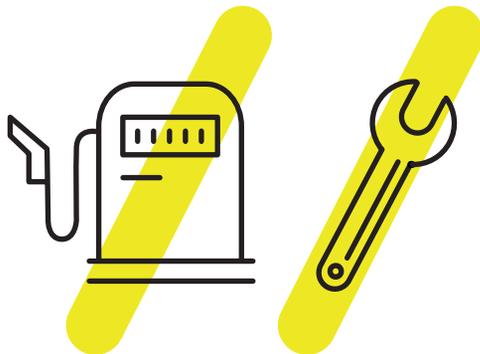
10



Workplace



Market



Minimal maintenance costs

1



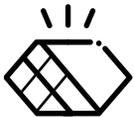
Parking: One car or ten bikes take one parking spot

ANNA HAUPT, TERESE ALSTIN

HÖVDING

Invisible bicycle helmet

This trendy piece of clothing is a serious cycling safety device. The simple collar turns into an airbag that is activated by the accident and covers the head. The sensors-regulated release mechanism is activated by sudden, intensive movement and protects the skull of the cyclist from the shock.



HOVDING.COM

PRODUCER: HÖVDING
PARTNER: –
SWEDEN
2005 –



Photo © Niklas Carlsson

“Maybe it has to do with the endorphin that our body releases when we pedal, but I can only recall good memories linked to bicycles. I am sure that bicycles will keep making all kinds of people happy and healthy all over the world for a very long time.”

Gianluca Gimini

GIANLUCA GIMINI

VELOCIPEDIA



Gianluca Gimini asked random people to draw a men's bicycle by heart. Most people had a very hard time with the task. If we look at the drawings closely, we see that these bicycles would be impossible to ride. The collection of several hundred drawings features hundreds of typologies and unique bicycle designs that are impossible to execute. Gimini's lifelike 3D renditions prove that everybody sees bicycles differently, even more clearly than the original drawings.

GIANLUCAGIMINI.IT

PRODUCER: SELF PRODUCTION

PARTNER: –

ITALY

2009 –



Photo © Gianluca Gimini | Photo © Balázs Mohai

“The bicycle is the ultimate driver. Bicycles are durable, give a lot of people mobility and a means of transportation. Bicycles create freedom, conversations, make people healthier, and improve our climate. Bicycles will drive our future.”

Yno Papen (Pedalfactory)

BASTEN LEIJH

SANDWICHBIKE



The Dutch Sandwichbike was inspired by the home assembly interior design items. The designer re-examined every detail of the classic two-wheeler and replaced the usual welded frame with plywood layers bonded together. The bicycle in a flat package can be assembled quickly and easily at home following the instructions, giving the user a thrill from the first spin. Assembling one's own bike makes the customer part of the DIY movement.

SANDWICHBIKES.COM

PRODUCER: SELF PRODUCTION
PARTNER: PEDALFACTORY
NETHERLANDS
2006



Photo © Balázs Mohai

IRENE POSCH

EARLY WINTER NIGHT BIKING GLOVE

“For me, the bicycle is an everyday companion. It is primarily a functional, yet also enjoyable way to move around.”

Irene Posch



A glove that turn-signals with led light. Irene Posch designed a set that turns every beloved winter glove into a motion sensor-equipped led turn signal. The built-in bulb flashes at the move of the hand and the bikers become more visible when changing directions in the winter traffic. The personalized object can be created by following the designer's instructions using DIY methods by anyone.

IRENEPOSCH.NET

PRODUCER:
SELF PRODUCTION
PARTNER: –
AUSTRIA
2010

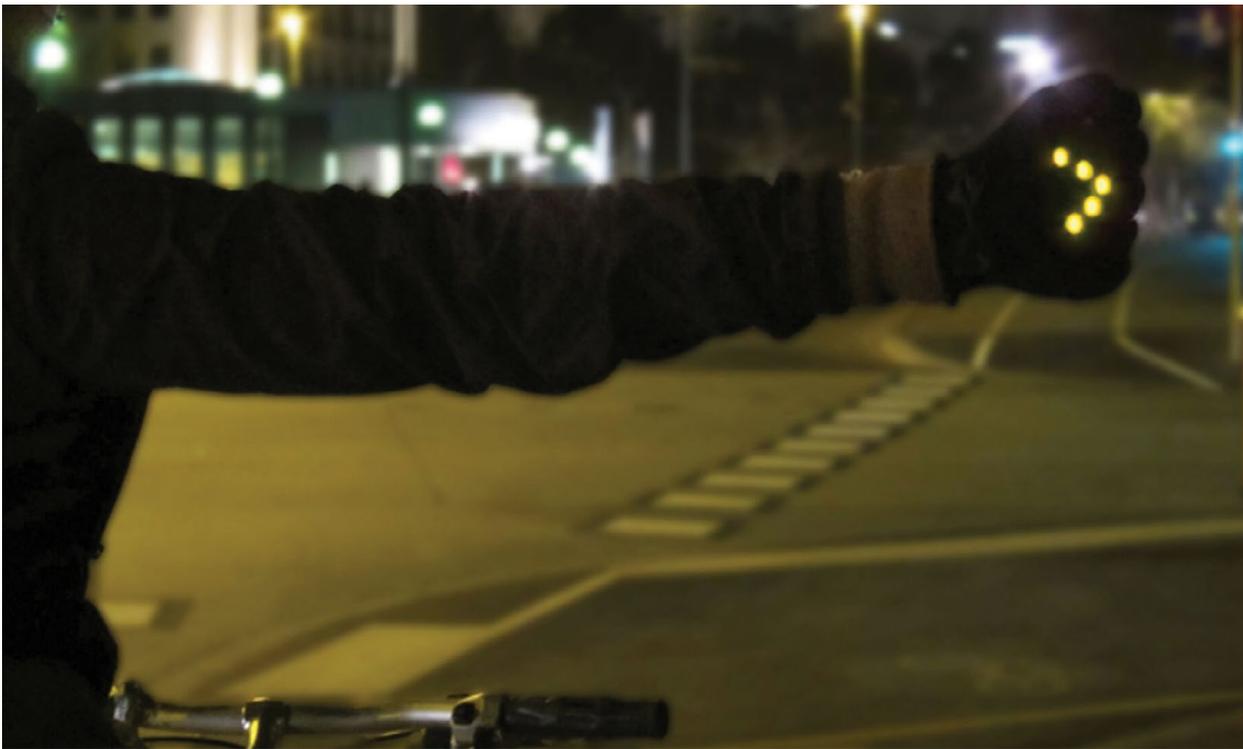


Photo © Irene Posch

“Bicycle allows us to be in contact with the environment in a way that motorized mediums don’t. In an ever changing and evolving world, something as analog as a bike brings human joy.”

Onomo

JAVIER SOTO MORRAS, HANNES JAKOBSEN,
LUIS ANTONIO MARTIN NUEZ, ANA RAMOS, JEFF GOUG
ONOMO

HAIZE

Navigation tool



Haize minimalist bike navigation differs from its traditional counterparts. It shows the way as a magic compass but does not provide a specific route, for the user to experience the freedom and creativity of bicycle traffic. Instead of pointing north, it points to the destination set in the application by the user so that the biker never gets lost. It is also capable to plan a specific route if needed.

ONOMO.NET

PRODUCER:

SELF PRODUCTION

PARTNER: –

**GERMANY, SPAIN, UNITED
KINGDOM**

2015



Photo © Onomo

“The expansion of the cyclist lifestyle has had a large impact on certain areas of design, too. Bikes have been improving and cycling has given a push to furniture and textile design, as well.”

Szabolcs Söjtöry

SZABOLCS SÖJTÖRY

SMART BY CYCLE

Lifestyle set for bikers



Smart by Cycle is a system designed for cyclists, based on cyclist-lifestyle and a companion website. The system consists of three main parts: one part built in the handle of the bike, the second is a wristband to collect biometrical data and the third is a watch to be clipped on either of the other two parts. The collected data can be checked, analyzed or shared on the website, to create a useful system both for the individuals and the cyclist society.

PRODUCER: SELF PRODUCTION

PARTNER: –

HUNGARY

2015



Photo © Szabolcs Söjtöry | Photo © Balázs Mohai

“Bicycles drive efficiency and sustainability in our world as they have been the most energy-efficient transportation method in the history of humankind. They are an extension of our bodies in a form of transportation.”

Hideaki Matsui, Markus Schmeiduch, Andrew Nip

HIDEAKI MATSUI, MARKUS SCHMEIDUCH, ANDREW NIP

BIKEBORG

Design concept



In the sci-fi world of BikeBorgs fuel shortage and long-term financial crisis has led to a shift in personal transportation, as well. The bicycle has become the main mode of city transportation. The BikeBorgs belong to the subculture of cyberpunk and DIY hacker movements. Their bike is the extension of their body with the direct flow of information and energy. The bike generates energy from the rider's body heat and movement, creating a self-sustaining system.

BIKEBORG.COM

PRODUCER:

SELF PRODUCTION

PARTNER: –

**AUSTRIA, UNITED STATES,
JAPAN**

2012



Photo © Balázs Mohai

HERMAN VAN HULSTEIJN

VH1

Bicycle



VH1 bicycle is the first product of the series by Herman van Hulsteijn, made originally just for himself. The designer wanted to create a fast, spectacular and esthetic city bike. Since then a hundred unique Van Hulsteijn bicycles have been produced yearly in their Arnhem factory. The featured bicycle is a limited edition, its frame is hand-polished and partially painted – a real artisan piece.

VANHULSTEIJN.COM

PRODUCER: *SELF PRODUCTION*
PARTNER: –
NETHERLANDS
2009



Photo © Balázs Mohai

JÚLIA VESMÁS, NEZA PETERCA
BLIND CHIC

SCUMBAG

Rolltop skateboard bag

“Bicycle changes mindsets, frees spirits, opens new horizons, and provides an altogether healthier lifestyle.”

Neza Peterca (Blind Chic)

“I have made compromises for the cyclist lifestyle but never regretted them. Cycling led me to friends, work, experiences, and dreams.”

Júlia Vesmás (Blind Chic)

What happens when bicycle and skateboard cultures connect? SCUMBAG rolltop bag is practical for its adjustable height and capacity, regulated by the degree of rolling it down and also for the extra panel for the skateboard. The sturdy amalgamation of the rolltop and the skateboard bags has been extremely popular among American and Japanese markets since its debut.

BLIND-CHIC.COM

PRODUCER:
SELF PRODUCTION
PARTNER: LOKÁL SKATESHOP
HUNGARY
2012





Photo © Neza Peterca

KÁROLY FÉLEGYHÁZI

CSEPEL

Foldable prototype

Designers have long been concerned with the idea of an easily transportable bicycle. Folding bicycles were designed and produced during WW 1 for combat and later for leisure and sport activities, with the Hungarian “camping bikes” among them. This superior piece is a further improvement: the work of a student of the College of Arts and Crafts. Production had unfortunately not started.



PRODUCER: SELF PRODUCTION
PARTNER: –
HUNGARY
AROUND 1970



Photo © Balázs Mohai

VALERIE WOLFF, VALENTIN VODEV

VELLO SPEEDSTER

Foldable bicycle

"I believe that bicycles can provide the perfect urban experience. I wanted to design something that you can take along with you everywhere and not be slowed down by the restrictions of a conventional bicycle."

Valerie Wolff

One motion and we are ready to board any kind of public transportation with Vello Speedster bicycle. The innovation is represented in the magnetic release system and the amalgamation of the folding and the racing bike. The folding mechanism is much simpler than that of other folding bikes. The quality materials and the personalization make these bikes even more popular among those who combine public transport with urban cycling.

VELLO.BIKE

PRODUCER:
SELF PRODUCTION
PARTNER: –
AUSTRIA
2014





Photo © Balázs Mohai | Photo © Vello Bike

EVA BLUT

COPENHAGEN WEEKENDER

Bag

“Cycling is THE intelligent alternative in urban mobility. It’s a chance to improve the climate in our cities: the air, acoustics and atmosphere. It is our daily mode of mobility and transport, we’re aiming to make everyday cycling even better with our bags!”

EVA BLUT Velocité

The name Copenhagen Weekender is a testimony to cycling itself. The bag is big enough to carry larger items, like sports clothing or weekend accessories, but at the same time, it is lightweight and is easy to attach to the bicycle. It is the dream of every urban biker, providing an elegant and functional look at the same time.

EVABLUT.COM



PRODUCER: SELF PRODUCTION
PARTNER: –
AUSTRIA
2015



Photo © EVA BLUT Velocité | Photo © Balázs Mohai

EVA BLUT

FRAME FOLDER

Bag

The slim, simple, and elegant bag can be attached to the frame. It has just enough room for personal documents, keys and a mobile phone to carry around on a bike. It is easy to attach and to detach as a bag when arriving at our destination. Chances of losing it on the way or someone taking it from the rack are minimal, so it's burglar-proof. We can focus all our attention to the road and riding our bike.

EVABLUT.COM



PRODUCER: SELF PRODUCTION
PARTNER: –
AUSTRIA
2014



Photo © Balázs Mohai | Photo © EVA BLUT Velocité

PUCH

PUCH

Men's bicycle

Large-scale bicycle production began in Hungary when the Csepel-based Weiss Manfréd Factory bought the license from Puch in 1929. The Austrian bicycle factory was founded by the Slovenian Janez (Johann) Puch in Graz in the 1880s. Hungary was an important partner of the Austrian firm regarding bicycle and later motorbike trade. By the mid-1930s the number of locally made bicycles rose to well over 50 000 and almost 30 types were being sold.

PUCH-BIKES.COM

PRODUCER: *SELF PRODUCTION*
PARTNER: –
AUSTRIA
AROUND 1930





Photo © Balázs Mohai

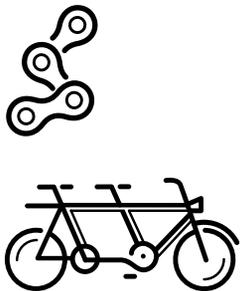
“My bicycles act as my legs and when I’m not moving around my six bikes become part of my living room design”.

Péter Balogh (Stringbike)

RÓBERT KOHLHÉB, ZOLTÁN KÁLAZI

PUSH&PULL

Tricycle



This hand-tricycle was built for the physically challenged. Given our biomechanical disposition, our arms are more effective when doing rowing as opposed to circular motions, the designers made the vehicle push and pull driven. The Stringdrive was originally designed for bicycles. The newer and simpler prototypes of the model were completed by 2016 and their main feature is to be able to attach any Push&Pull drive to wheelchairs.

STRINGBIKE.COM

PRODUCER: SELF PRODUCTION
PARTNER: –
HUNGARY
2012



Photo © Balázs Mohai

"Bicycle is my primary transportation around Amsterdam, also with my children. The kids are learning about the city in a way they never would in the backseat of an automobile or in public transport."

Henry Cutler (Workcycles)

HENRY CUTLER

WORKCYCLES FR8

Modular bicycle



The Dutch Workcycles Fr8 modular bicycle is the diverse answer to various cargo challenges facing urban everyday life. Whether transporting a brood of children, weekly shopping or delivery tasks of your firm, the bicycle can be personally tailored to our requirements by picking the right child's seats, cargo carriers, or storages. Thanks to the robust and secure build and sophisticated geometry, we'll always sit safe on our bike.

WORKCYCLES.COM

PRODUCER: SELF PRODUCTION
PARTNER: –
NETHERLANDS
2007



Photo © Balázs Mohai

“When you cycle you see your environment from a totally different perspective, as if you were looking through rose-colored glasses. More and more people wear these glasses in Budapest. It provides a community experience that makes the city more vibrant and livable, too.”

György Halász (Bigo Brand Ltd.)

GYÖRGY HALÁSZ, KRISZTIÁN RAPALI
BIGO BRAND LTD.

BIGO BAG FIVE

Bag with five functions



Bigo Bag Five is a lightweight and comfortable multifunctional bag for cyclists and active urban dwellers. The bag can be folded into a rain poncho, picnic blanket or baby carrier. The carrying capacity can be extended by zipping two or more bags together and it becomes a bumbag when folded back into its own internal pocket.

BIGOBRAND.COM

PRODUCER: PIER TECHNICAL LTD.
PARTNER: –
HUNGARY
2015



Photo © Bigo | Photo © Balázs Mohai

ISABEL QUIROGA
STUDIO ISABEL QUIROGA

THE URBAN NOMAD REVISITED

Desk

"From the first moment I was able to ride the bike, I loved cycling. I love that I can go everywhere I want, anytime I want. To me it means independence and personal space."

Isabel Quiroga
(Studio Isabel Quiroga)

Isabel Quiroga's desk is the mobile workstation of urban nomads constantly on the move. The bike wheel provides easy movement, and conveys the designs of urban cycling into our micro-environment. An electricity device is located under the desktop to charge our laptops or phones. The minimalism of material use is in perfect harmony with the simplicity of functional solutions.

ISABELQUIROGA.COM



PRODUCER: SELF PRODUCTION
PARTNER: –
NETHERLANDS
2015

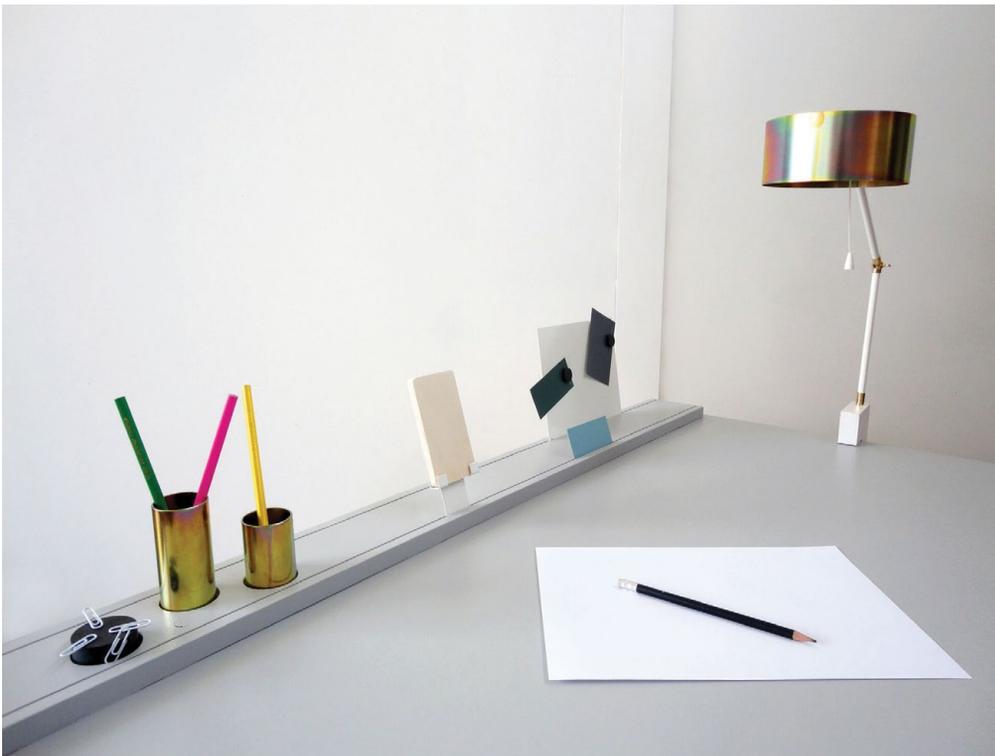


Photo © Balázs Mohai | Photo © Studio Isabel Quiroga

"I live in Holland and I am happy to see that people here use their bicycles a lot on a daily basis. My advice is to use more bicycles all around the world because it does not cost much money and it is much better for the environment. Furthermore, it is good exercise!"

Laurence van Seventer (Lolo Palazzo)

LAURENCE VAN SEVENTER

LOLO PALAZZO

MIRROR ME

Wall mirror



Lolo Palazzo design studio produces characteristic interior design objects from recycled bicycle parts. The Dutch designer creates the unique pieces by joining cleaned bicycle chains collected in bicycle workshops. The frame could even be an accessory of luxury homes thanks to its elegant forms. The exciting contrast of the industrial raw materials and the style of the object make the wall mirror an outstanding element of any interior.

LOLOPALAZZO.COM

PRODUCER: SELF PRODUCTION
PARTNER: JEAN-PIERRE HENZEN
NETHERLANDS
2015



Photo © Balázs Mohai

"My work is growing organically. One can never predict the final outcome of my compositions. But one thing is for sure: it will be tough and graceful, eco-friendly and unique, and it will create a spectacular effect in any setting. Waste is food for thought and creativity!"

Laurence van Seventer (Lolo Palazzo)

LAURENCE VAN SEVENTER

LOLO PALAZZO

DRAMA QUEEN

Chandelier



The spellbinding lamps and furniture of Lolo Palazzo design studio are made of recycled bicycle parts. The Dutch designer creates her unique chandeliers by joining degreased bicycle chains. The monumentality, the design and the light effects of the lamps recall the atmosphere of renaissance castles but their material is dominated by industrialism. The endless chains of Drama Queen weighing more than 130 kg drape gracefully towards the abyss.

LOLOPALAZZO.COM

PRODUCER: SELF PRODUCTION

PARTNER: CARMEN VERSLUYS

NETHERLANDS

2016



Photo © Balázs Mohai

“The bicycle represents a particularly exciting market opportunity today when the globalized and networked communities long for a sustainable lifestyle, opening the door to a new future.”

Klaus Dia

KLAUS DIA

TRASH LUMP

Desk lamp



Trash Lump contemporary design lamp is created of renewed parts of old bikes and features a perfectly operating lamp. The designer started his upcycling project years ago, providing several esthetic and almost antique bicycle parts a new life and functionality.

PRODUCER:
SELF PRODUCTION
PARTNER: –
AUSTRIA
2016



Photo © Balázs Mohai

“For me the bicycle brings home the bacon, it is both the goal and the tool that justifies itself every time. Moreover, it proves one of physics’ basic principles: substance only transforms, never disappears.”

Ferenc Gulyás (Gulyi Recycling)

FERENC GULYÁS

GULYI RECYCLING

Toys



Ferenc Gulyás gives abandoned bike parts a new life. Gulyi Recycling started two years ago and its founder designs sculptures and objects of bicycle parts that are not meant to be used on bikes any more. His son’s requests inspired him to make toys. His works are painstakingly elaborate and creative including his lamps, and other furniture.

[FACEBOOK.COM/GULYI-RECYCLING](https://www.facebook.com/gulyi-recycling)

PRODUCER: SELF PRODUCTION

PARTNER: –

HUNGARY

2015

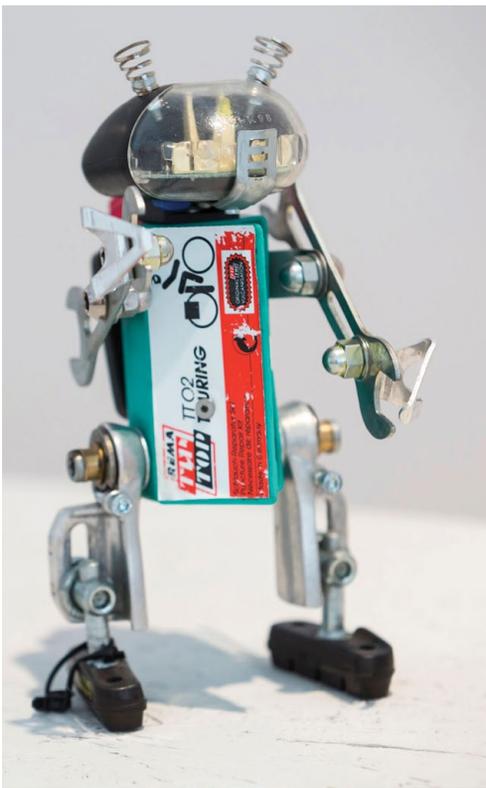
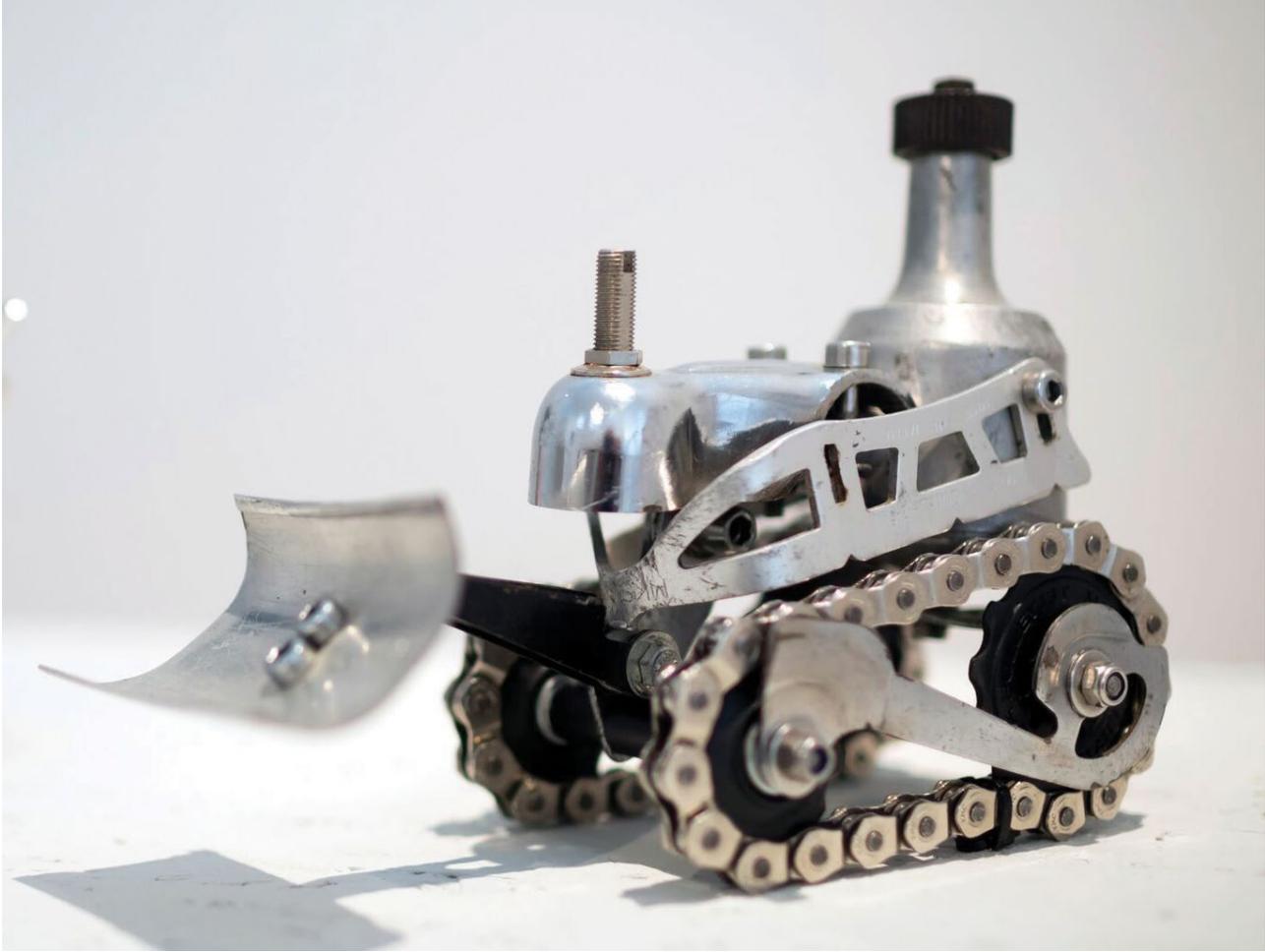


Photo © Balázs Mohai

FERENC GULYÁS

GULYI RECYCLING

Bar stools



Ferenc Gulyás has been making sculptures and everyday objects of abandoned bicycle parts. The bar stool made of bike seat and pedal looks like an old stationary bike at first. The chairs are very space-effective if they are outfitted with a comfortable saddle and they even correct your posture since sitting on them is best with your back straightened.

[FACEBOOK.COM/GULYI-RECYCLING](https://www.facebook.com/gulyi-recycling)

PRODUCER: SELF PRODUCTION
PARTNER: –
HUNGARY
2015



Photo © Balázs Mohai

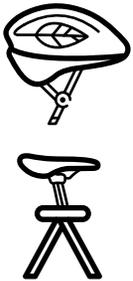
“The bicycle is the most free, independent, humane means of urban transportation for me. The urban cyclist has to fight nature’s elements, and not the crowds. I have been getting around on a bike for the last twenty years almost exclusively. It works in the winter, too.”

Tamás Verebélyi (Verebet)

**TAMÁS VEREBÉLYI
VEREBET**

BINPILE

Modular system



Binpile modular system combines functionality, flexible versatility, and quality handwork. The elements constitute an open system. Installations or furniture of almost any form and size can be assembled from them but they can also be used as front or back baskets on our bike. Designer Tamás Verebélyi’s joinery workshop uses recycled wood exclusively, and durability is their basic principle.

VEREBET.HU

PRODUCER: SELF PRODUCTION
PARTNER: –
HUNGARY
2016



Photo © Balázs Mohai

TIBOR GUNGL

GUNGLAMPS

Desk lamp

“The bicycle that might have looked like an obsolete machine has resurfaced again during the energy crisis, as an answer to its many alarming questions.”

Tibor Gungl (Gunglamps)

Tibor Gungl creates unique and high quality lamps from waste, with careful design and meticulous welding so that the raw materials are revived instead of ending up in junkyards. The shades of the elegant, industrial style lamps are made of repurposed glass bottles, the joints come from bicycle parts, and the base and the arms are created of industrial iron waste.

GUNGLAMPS.COM

PRODUCER: SELF PRODUCTION
PARTNER: –
HUNGARY
2016





GUNGLAMPS
asztali lámpa

These lamps are the perfect way to bring quality design into your home and office. As the only desk lamp in the world, the GUNGLAMPS desk lamp is the perfect way to bring quality design into your home and office. With its adjustable arm and shade, it can be used in a variety of ways. The GUNGLAMPS desk lamp is the perfect way to bring quality design into your home and office.

Photo © Balázs Mohai

“Cycling is possibly the greatest and most pleasurable form of transport ever invented. It’s like walking only with one-tenth of the effort. Furthermore it’s the most sustainable transport method because its fuel supply cannot run out and it is accessible by almost everyone in any location.”

Leopold Brötzmann (Mikili)

**SEBASTIAN BACKHAUS, LEOPOLD BRÖTZMANN
MIKILI**

TĪAN

Bicycle rack



If you need to store a valuable bicycle in your apartment, but have little space, Mikili pieces offer an elegant solution. The interior bicycle rack is a shelf and a practical indoor bicycle rack combining the requirements of functionality and form. The felt overlay provides stability for the bicycle, and the built-in drawer stresses the object within the interior, to underline the pro-cycling attitude of the owner of the bike.

MIKILI.DE

PRODUCER: SELF PRODUCTION
PARTNER: –
GERMANY
2012



Photo © Balázs Mohai | Photo © MIKILI

“The role of the bicycle has changed by now: it is not just a cheap, healthy and environmentally friendly means of transportation but it is also trendy, fashionable, and has a community-forming power.”

Balázs Kis (RecyCLOCK)

BALÁZS KIS

RECYCLOCK

Clock



Every product of RecyCLOCK is made of unique, handmade, and recycled bicycle parts. Balázs Kis, the architect/designer uses wheels, spokes, derailleurs, and chains and cranks doomed to be abandoned, found at bicycle repair shops or waste plants with exceptional ingenuity. Everyone can find the item best suited to their personality.

RECYCLOCK.HU

PRODUCER: SELF PRODUCTION
PARTNER: –
HUNGARY
2015



Photo © Balázs Mohai

"The bicycle is not just a means of transportation any more. It is an opinion. It might be linked to ideas like freedom, movement, sustainable lifestyle, health, independence, awareness, identity, good mood."

Fanni Ungár

FANNI UNGÁR

RAM

Hanger



Fanni Ungár creates majestic but functional trophies out of used bicycle parts, damaged handlebars and worn seats. The memento of the one-time bike means recycling or extending the life of objects deemed to be useless or thrown out. By finding aesthetics in trash, we may get closer to conscious consumption and a sustainable lifestyle through the designer's objects.

UNGARFANNI.TUMBLR.COM

PRODUCER:
SELF PRODUCTION
PARTNER: –
HUNGARY
2009



Photo © Balázs Mohai

“Cycling has been a natural part of my life since childhood. Be it a competition, going to work or the discovery of new places, my best ideas always pop up while sitting on a bike, pedaling.”

Dávid Tarcali (Studio Nomad)

STUDIO NOMAD

DRAWING MACHINE



The freedom and self-expression offered by cycling can be likened to pure, childlike creativity. By driving the bicycle machine placed in the first section of Bikeology visitors may draw patterns on the walls of the exhibition. We may look at cycling through children’s eyes again, thanks to the unusual experience.

STUDIO-NOMAD.HU

PRODUCER: SELF PRODUCTION

PARTNER: KULTÚRGORILLA

HUNGARY

2016

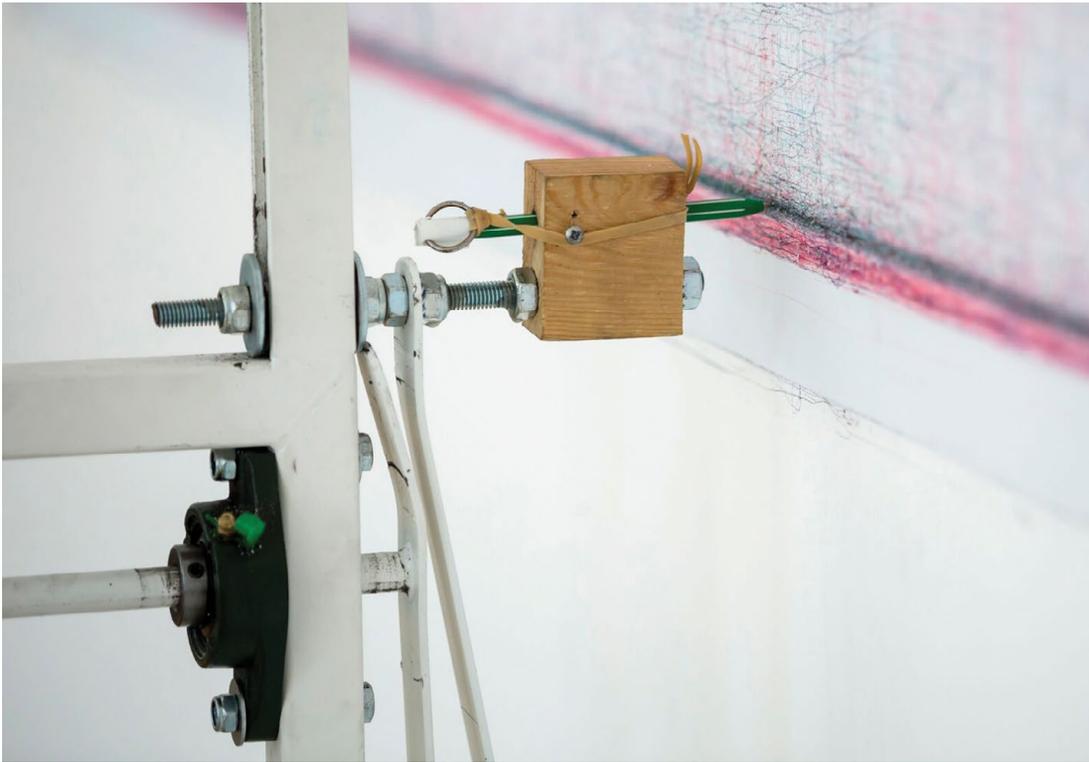
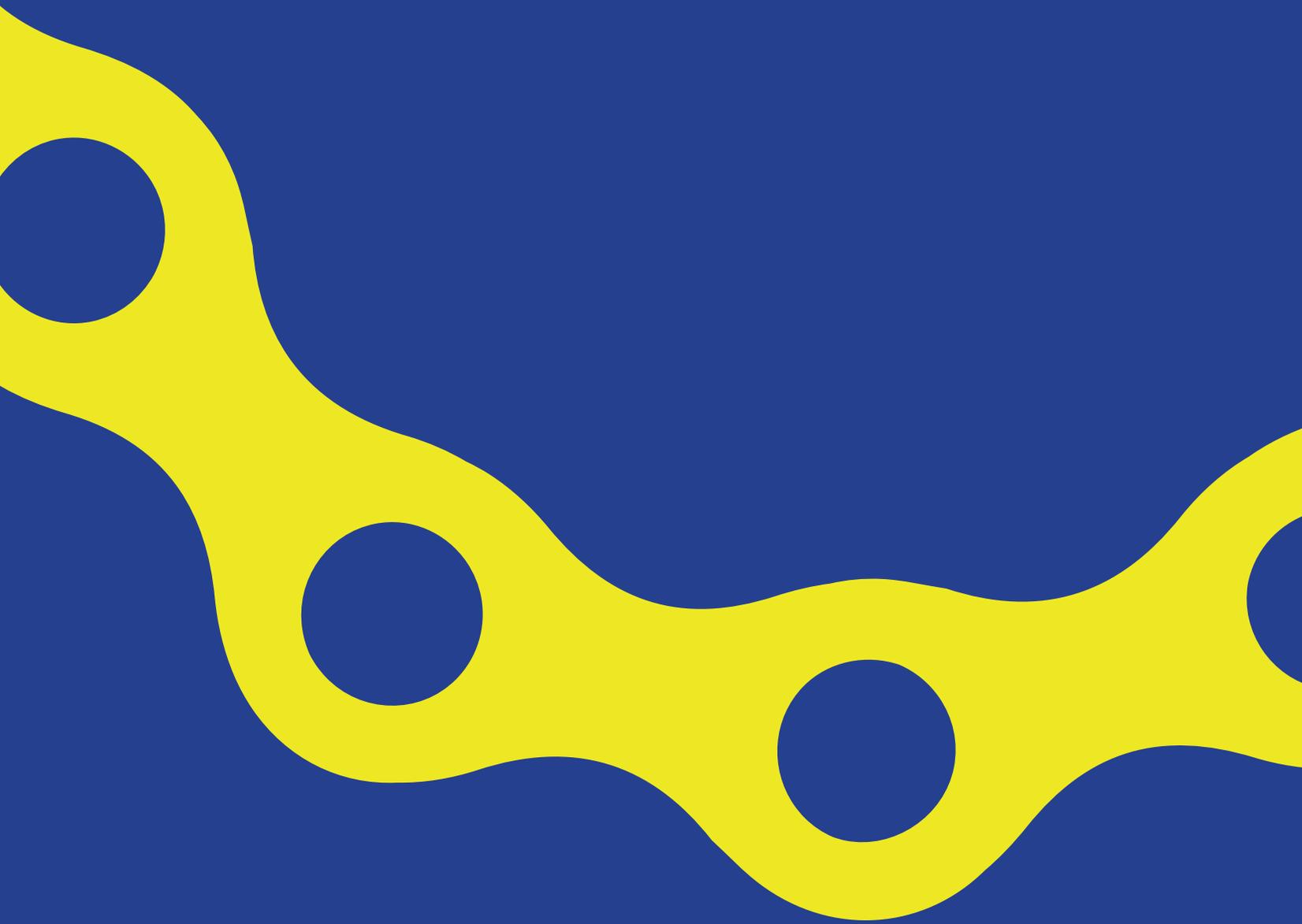


Photo © Balázs Mohai

TANDE



EM



Two thirds of the world's population will live in cities by 2030. For many of us, the city is synonymous with the opportunity to study and do business, and a healthier and better life. The greatest challenge to contemporary designers is the operation of complex systems, their social diversity and the coordination of participants and their interests.

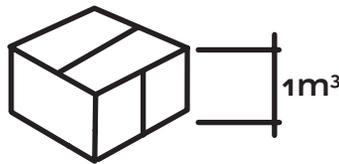
Whether it is cycling infrastructure, traffic safety or the significant role the cargo bike plays in a business, design helps to harmonize the different modes of transport and bicycle usage patterns.

The bicycle storage network of empty stores (Wiener Rad WG) or a cargo bike logistics center (Cargonomia) creates economic and social capital by connecting existing resources and needs. The community workshops, participatory urban development platforms or even the smallest, individual involvements allow knowledge sharing, making our urban spaces more livable. Only our joined forces can operate a city in the right rhythm, the way the tandem is ridden.



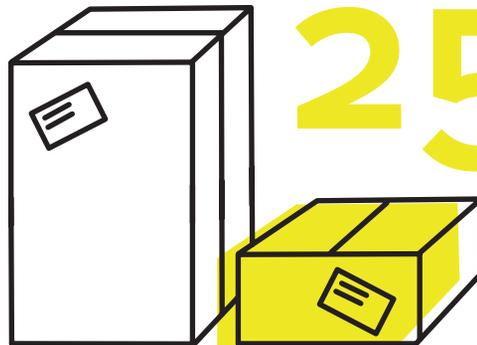
EUROPEAN CARGO CYCLE TRANSPORTATION

40%



The average payload transported in European cities weighs less than 100 kg and has a volume of less than 1 m³. 40 percent of deliveries involve just one box!

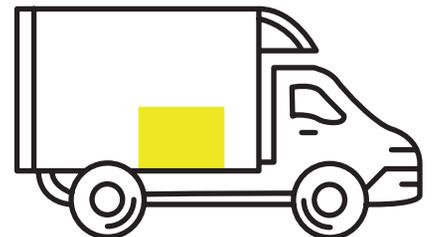
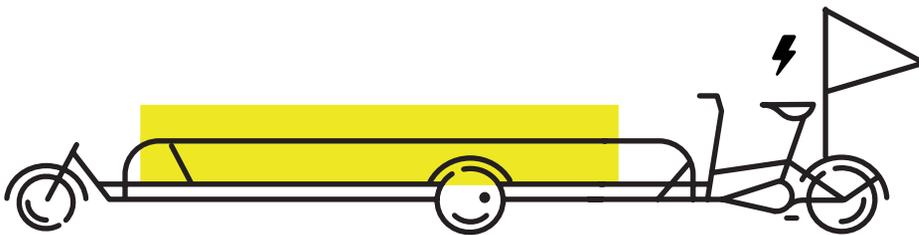
At least one quarter of all cargo traffic in European cities could be handled by cycles.

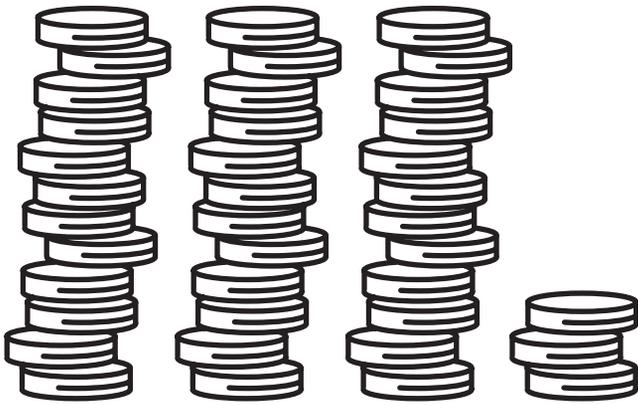


25%

85%

Preliminary research by the German Institute of Transport showed that cargo cycles using electrical assist can replace 85 percent of car trips made by courier services in the city.

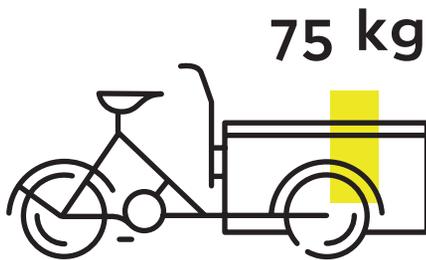




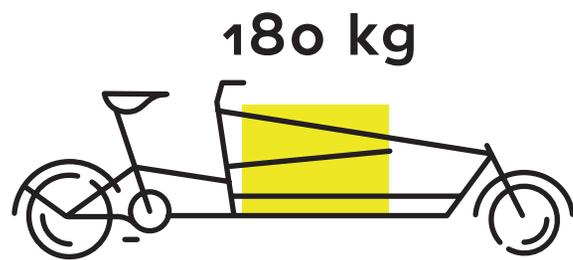
Buying a lorry



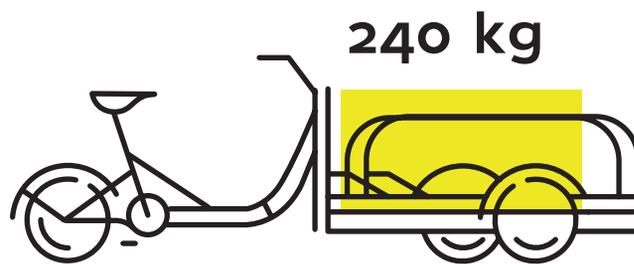
Buying a cargo bike



**Bakery bike
c 1920**



**Fast cargo bike
Today**



**Slow cargo bike
Today**

CHRISTIAN BEZDEKA

WOOM BIKE



Children grow fast: the parent can exchange Woom 1 strider bike with a bigger one later on while 40% of the price of the bike will be refunded. This means that the value of the outgrown and returned bicycle will be deducted from the price of the next bike, one size bigger. Woom Bike provides a solution for parents with its attitude-changing product line to buy bikes for their children sustainably and economically.

WOOMBIKES.COM

PRODUCER:
SELF PRODUCTION
PARTNER: –
AUSTRIA
2010

TANDEM

Two thirds of the world's population will live in cities by 2050. For many of us, the city is synonymous with the opportunity to study and do business, and a healthier and better life. The greatest challenge to contemporary designers is the operation of complex systems, their social diversity and the satisfaction of participants and their interests.

Whether it is cycling infrastructure, traffic safety or the significant role the cargo bike plays in a business, design helps to harmonize the different modes of transport and incite usage patterns.

The bicycle storage network of empty stores (Werner Bal 982) or a cargo bike logistics center (Carpena) creates economic and social capital by connecting existing resources and needs. The community workshops, participatory urban development platforms or even the smallest, individual investments allow knowledge sharing, making our urban spaces more usable. Only our joined forces can operate a city in the right system, the way the tandem is ridden.



Photo © Balázs Mohai | Photo © WOOM

"I have four bikes: A city bike that I like because it is very useful, a folding bike that I like because it's very practical, my trekking bike, that I like because I can ride to very nice places with it, and a racing bike that I love because it is just for fun!"

Christian Steiner

BEATRICE STUDE, CHRISTIAN STEINER

BIKEPACK

Bike carrier



The best method to shop in the city is by bike. 80% of urban shopping could be done by bicycle concerning the weight, according to a study. Steiner collaborated with Spar Austria to create the cardboard-based, cheap, and environmentally friendly BikePack within the framework of a city call.

The waxed waterproof carrier can be used multiple times easily and folded to save space. The BikePack was available in several Spar stores during the sale.

STEINERDESIGN.AT

PRODUCER: SPAR

ÖSTERREICH

PARTNER: SPAR

ÖSTERREICH GMBH

AUSTRIA

2014



Photo © Steiner Design

VOLVO

VOLVO LIFEPAINT

Reflective spray



The Swedish Volvo car factory developed LifePaint spray with Albedo100, the specialist of reflective coatings. The reflective spray is water-based to be applied to any kind of surface, it does not damage the clothing and does not harm the skin. The rain does not change its efficacy but it can be washed away without a trace. Volvo has already developed products for the safety of cyclists and pedestrians, let's think of the pedestrian detection automatic brake system adopted for bikes or the product extending V2V communication between vehicles to bicycles.

VOLVOCARS.COM

PRODUCER: VOLVO
PARTNER: ALBEDO100
SWEDEN
2015



Photo © Volvo

FÜSUN IPEK
BALKANTANGO

CONCRETE LOVES RUBBER

Gym bag

*"The bicycle resembles the salt
from the fairy tale. It is the base of
everything and it makes life 'tasty'."*

Füsun Ipek (Balkantango)

Concrete loves Rubber Gym-Sack backpack was born out of the encounter of two prominent urban materials and the cooperation of two significant design brands of the Hungarian market. IVANKA Studio and Concrete Factory developed the concrete-printed canvas, and the creative staff at Balkantango conceived the combination of the concrete with the recycled bike tubes. The backpack is the embodiment of the freedom of urban biking and environmentally conscious thinking.

BALKAN-TANGO.COM

PRODUCER:
SELF PRODUCTION
PARTNER: IVANKA
HUNGARY
2015





Photo © Balázs Mohai

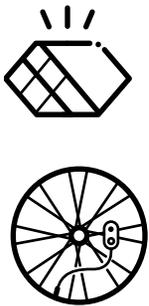
“For me, the bicycle is more than just a mode of transport; it creates a space to think. Cycling through a busy city, the connection between body and machine somehow facilitates contemplation and reflection.”

Will Verity

WILL VERITY

DEIMATIC CLOTHING

Women’s clothing



Women made only 25% of the journeys made by bicycle in the UK because they are afraid they might become victims of accidents. The vest designed by Will Verity improves the feeling of safety for female cyclists. The functioning of the waterproof lightweight clothing is based on the deimatic behavior of the animal kingdom: the proximity sensors react to the movement of the cars and the built-in led panels start flashing intermittently when approached.

CARGOCOLLECTIVE.COM/WILLVERITY

PRODUCER: SELF PRODUCTION
PARTNER: –
UNITED KINGDOM
2014



Photo © Will Verity | Photo © Balázs Mohai

TIBOR FARKAS

LIVING ROAD

Illuminating road sign



The Living Road fluorescent road sign makes signage of bike lanes visible even after dark, making pedestrian and bicycle traffic safe, even in areas without public lighting. The sign is lit for 6-8 hours even with little sunshine.

LIVINGROAD.HU

PRODUCER:
SELF PRODUCTION
PARTNER: –
HUNGARY
2015



Photo © Hungarian Road Ltd.

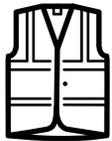
*„I ride, ride, ride a bike
I ride, ride, ride through the town
I ride, ride, ride with my buddy
I ride, ride, ride and never get off!”*

*„Ich fahre, fahre, fahre mit dem Fahrrad
Ich fahre, fahre, fahre durch die Stadt
Ich fahre, fahre, fahre mit meinem besten Freund
Ich fahre, fahre, fahre und ich steige niemals ab”*

Excerpt from the “Fahrradständer Song” (Bicycle-stand song)
lyrics © 2012, Walking Chair Design Studio GmbH – Text & music:
Fidel Peugeot

WALKING CHAIR

MOBILE BICYCLE STAND



There are more bikers but fewer parking spaces in our cities. The mobile bicycle stand offers a solution for this problem; it can be used at events, too, and can be made of leftover materials. The heavy concrete base of the bicycle parking lot designed along the principles of sustainability provides adequate protection against thieves. A large number of bikes can be stored securely thanks to its small space requirement and it can be transported on a smaller crane lorry.

WALKING-CHAIR.COM

PRODUCER: SELF PRODUCTION
PARTNER: –
AUSTRIA
2013



Photo © Balázs Mohai | Photo © walking-chair.com

JOSEF LUEGER, LISA SCHMIDT, JAN HOSE

WIENER RAD WG

The project developed by Wiener Rad WG, functioning at a test location already, revives vacant ground floor city spaces as safe bicycle storages. The initiative handles parking and safety issues at the same time. The venues equipped with repair corners for the members open with chip cards and a mobile app helps finding the closest location.

RADWG.AT



PRODUCER: –
PARTNER: *DEPARTURE*
AUSTRIA
2013



Photo © Markus Thums

"My bicycle is like my vacuum. Nothing more. A tool for making my daily life easier. I use a bicycle to get around, and it is the quickest, easiest, and most effective way to do so."

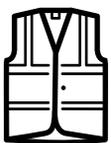
Mikael Colville-Andersen (Copenhagenize Design Company)

MIKAEL COLVILLE-ANDERSEN
COPENHAGENIZE

LOVE HANDLE

The „love handles” are fixtures attached to lightposts for cyclists to rest on when waiting for the lights to change, to be able to stay on their bikes and start faster. These small-scale micro-design additions make cycling more comfortable and enjoyable, and according to observers, regular use starts after two days.

COPENHAGENIZE.EU



PRODUCER: SELF PRODUCTION
PARTNER: COPENHAGENIZE DESIGN CO.
DENMARK
2011



Photo © Balázs Mohai

"The bicycle is a symbol of the future, but it's also the most powerful tool in our urban toolbox to transform our cities for the better. It's the most rational and effective form of transportation ever invented."

Mikael Colville-Andersen (Copenhagenize Design Company)

COPENHAGENIZE DESIGN CO.

DESIRE LINES ANALYSIS TOOL

The Danish Copenhagenize enables communication between city leadership and cyclists. The design was based on observing the behavior of the users. The Desire Lines Analysis Tool was first used in Copenhagen in 2012. They filmed intersections with heavy traffic for 12 hours and the collected data were analyzed to propose changes to reorganize the intersection. A large number of cyclists break the rules to feel safer in intersections not tailored to bicycle traffic. The firm aims at traffic organized in communication with each other instead of stricter rules and more police control using the tools of design, anthropology, and sociology.

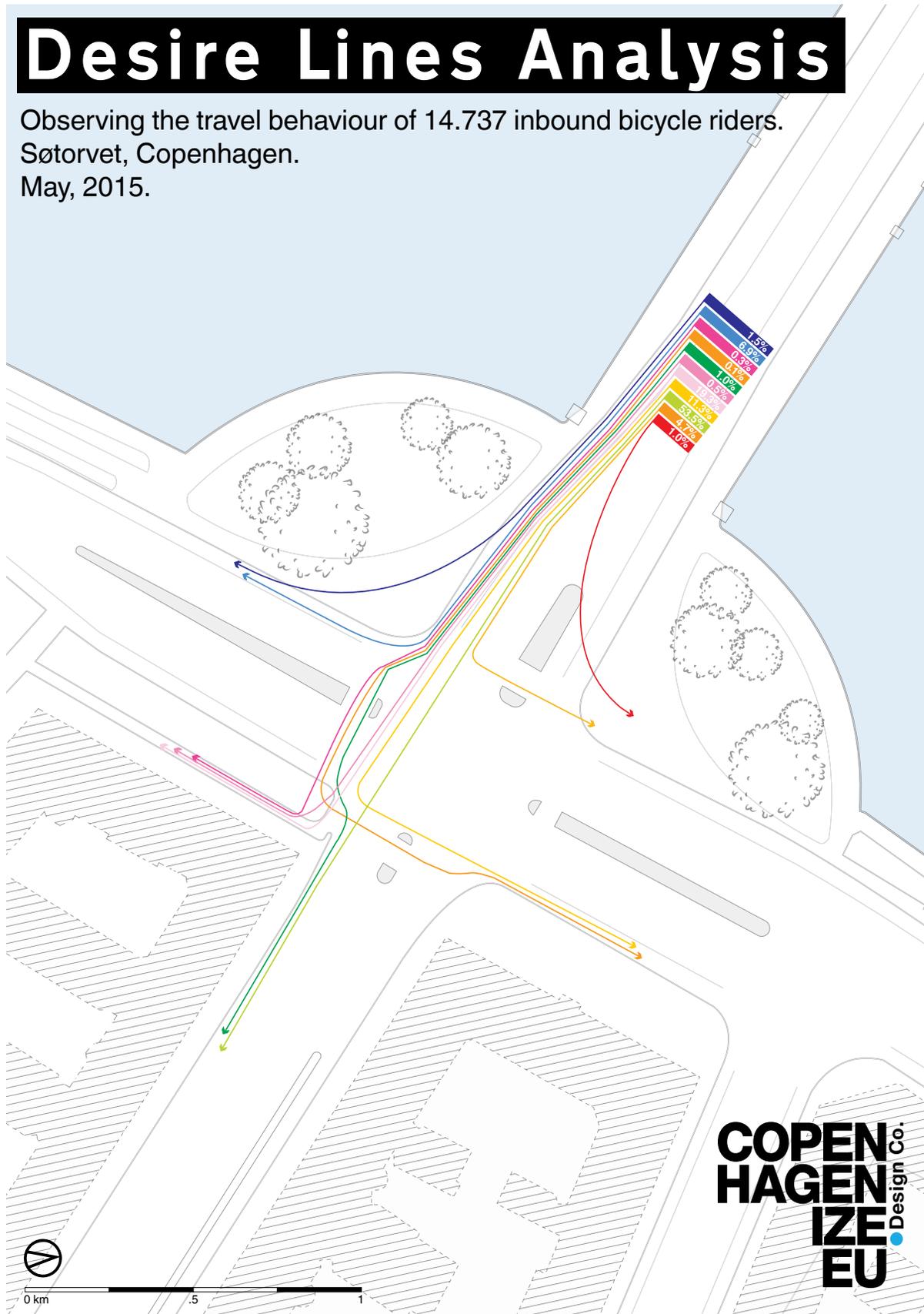
COPENHAGENIZE.EU



PRODUCER: SELF PRODUCTION
PARTNER: –
DENMARK
2012

Desire Lines Analysis

Observing the travel behaviour of 14.737 inbound bicycle riders.
Søtorvet, Copenhagen.
May, 2015.



COPENHAGENIZE Design Co.
EU

Graphics © Copenhagenize

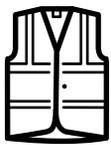
“Cycling can take you to places you would never have imagined visiting, with people you would have never imagined connecting with. It is an equalizer and a cornerstone for positive community change.”

Rotten Apple

ROTTEN APPLE

URBAN INTERVENTIONS

New York-based Rotten Apple’s practical and poetic designs urge us to tailor urban spaces to our demands. The low cost interventions shape our urban environment with mostly waste materials and striking ideas, according to our everyday requirements. A foldable wooden seat, attached to a U-shaped bicycle rack provides the street furniture with an additional function. The bottle holders detached from bikes left in the streets for good make a simple trash collector, fit to become a selective trash bin. Rotten Apple’s works have a message for us: our cities are unfinished, open systems that could be made more pleasant if we personally participated in changing and fixing them.



ROTTENAPPLE.US

PRODUCER: SELF PRODUCTION
PARTNER: –
UNITED STATES
2015

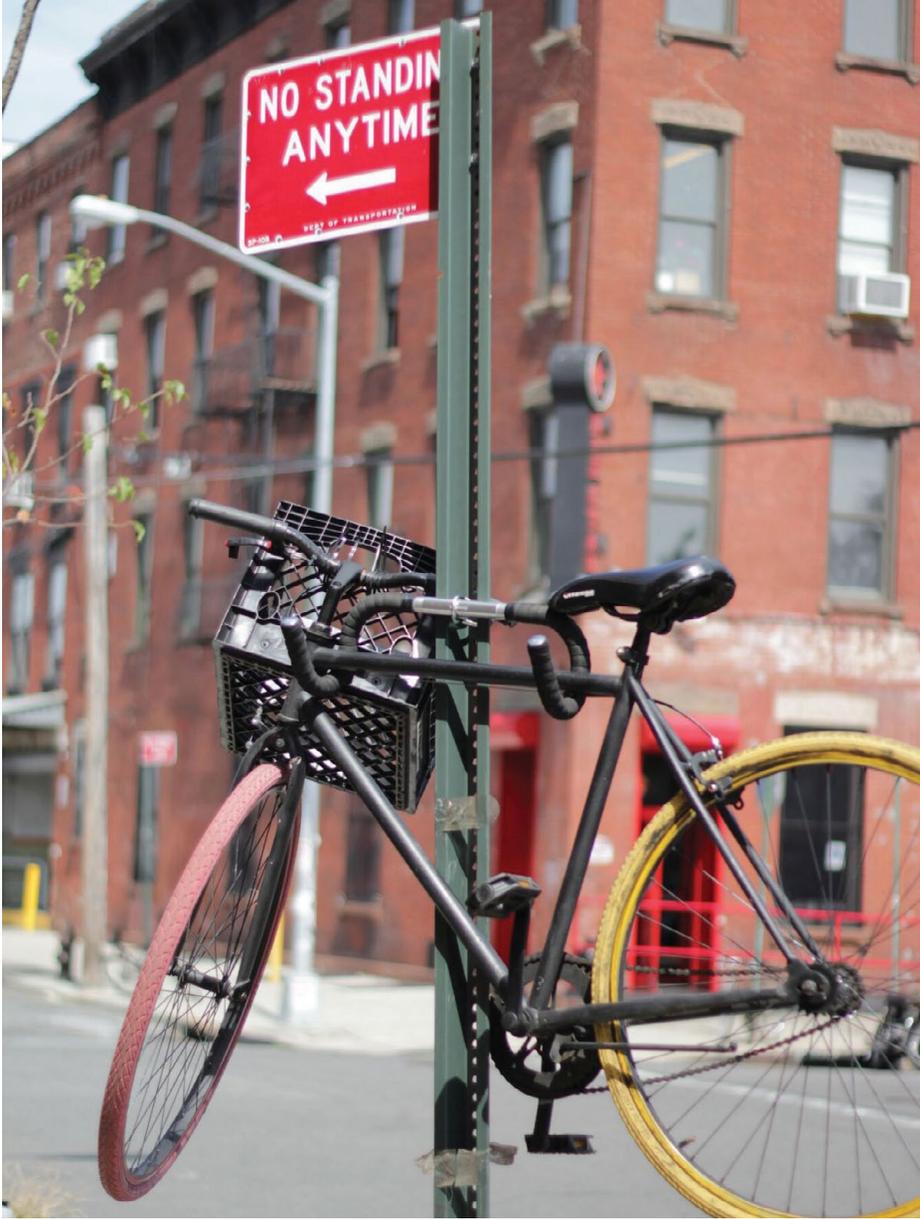


Photo © Rotten Apple

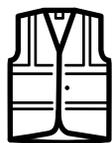
“Head-up displays, connected bike accessories and new responsive signage offer really interesting opportunities to develop and build our own human abilities to read and navigate the city, rather than replace those skills.”

Claire Mookerjee (Future Cities Catapult)

CLAIRE MOOKERJEE, ANASTASIA VIKHORNOVA,
CHRISTIAN SCHMEER, REBECCA JONES
FUTURE CITIES CATAPULT

FIVE MODELS OF DEVELOPING BICYCLE INFRASTRUCTURE DIGITALLY

The concept of Future Cities Catapult from London augments the built urban bicycle infrastructure with a digital layer, making use of new technologies. The first two models represent a smart glass attached to a helmet. It provides navigation information and it improves experience-based learning by additional signs. The third plan is an air quality gauge mounted on the handle searching for the least polluted routes and directing the biker there. The fourth concept is a miniature projection device mounted on the side of larger vehicles projecting an outline of the area to be avoided – the blind spot invisible from the mirrors to the drivers. The fifth device is a simple direction correcting signaling system helping to find our destination through narrower streets instead of busy roads.



FUTURECITIES.CATAPULT.ORG.UK

PRODUCER: SELF PRODUCTION
PARTNER: –
UNITED KINGDOM
2015



Photo © Future Cities Catapult

“On a bike we experience the world around us on a scale and at a speed that allows the city dweller to perceive and experience it. It is a plus that meanwhile we travel from one spot to the other.”

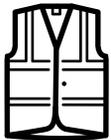
Klára Szerdahelyi-Németh (Budapest Dialog)

**ANDRÁS BERECZ, KLÁRA SZERDAHELYI-NÉMETH,
TAMÁS SZERDAHELYI, ÁKOS VAJAS
BUDAPEST DIALOG**

BUDAPEST DIALOG

Community city development portal

Budapest Dialog is a map-based community city development site. Anyone may share their ideas, projects, and feedbacks or can collect donations on the website. The aim of the interactive online platform is to create a quality connection between the motivated population interested in city development, the self-governments, and their institutions and undertakings. Anyone registered may upload their development suggestions on the site. The ideas then can be discussed, shared and supported by the users in the form of community financing or other donations (voluntary work, material donation, etc.) to assist in realizing the project.



BUDAPESTDIALOG.HU

PRODUCER: SELF PRODUCTION

PARTNER: –

HUNGARY

2014

Budapest dialog

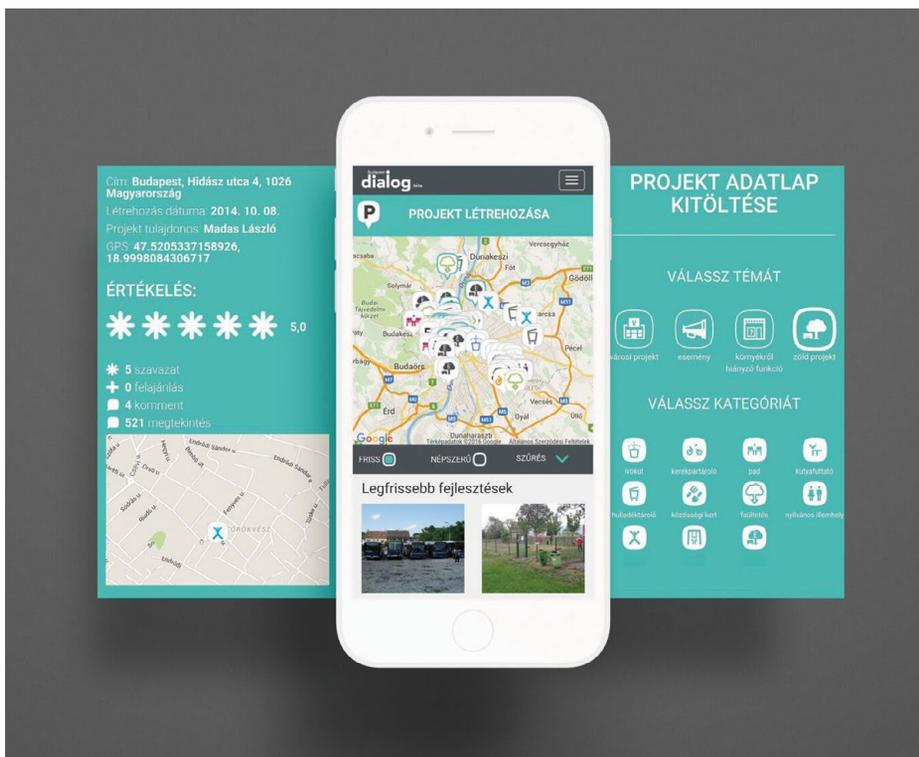


Photo © Budapest Dialog

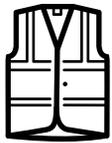
“Bicycle allows everyone to contribute to a cleaner and more relaxed urban environment.”

Florian Born

FLORIAN BORN

AUTO-COMPLAIN

Road pothole reporting application



The application registers the sudden changes in the bicycle's movement, like bumps caused by potholes. It records the coordinates and sends them to the authorities with a request for the department to fix the road at the marked spot. At the same time, it leaves a water soluble paint mark with a spray device. It collects data in an online database. The more people use the app, the more accurate picture the road maintenance will have about the most urgent repairs.

AUTO-COMPLAIN.COM

PRODUCER: SELF PRODUCTION

PARTNER: –

GERMANY

2014



Photo © Auto-Complain

DÁNIEL MERÉNYI

“SHORT JOHN”

Cargo bike

“The bicycle speeds up the process to slow us back to a viable speed. We can form events happening around us and to us, not just live through them. It is a life belt; it is another mountain to climb. It is identity or self-evaluation. It is a part of me that cannot be unraveled.”

Dániel Merényi

Dániel Merényi’s Miskolc workshop builds quality and unique bicycles. The complete design process is carried out according to the habits and ideas of the customer. “Short John” is a cargo bike type, popular in Northern Europe, with a luggage rack. Merényi’s workshop designed the bicycle for a local entrepreneur originally. He asked MAACRAFT’s social design workshop to create the willow baskets. MAACRAFT’s other bicycle products were created after this initial project.

MERENYICYCLES.COM

PRODUCER:
SELF PRODUCTION
PARTNER: MAACRAFT - THE
SOCIAL WORKSHOP
HUNGARY
2015





Photo © Balázs Mohai | Photo © Vera Éder

“Members of the workshop are avid amateur cyclists. Some use tricycles, others use professional mountain bikes on the roads. We also design and make accessories for bikes, with a lot of love and attention.”

Dániel Szalkai (MAACRAFT - The social workshop)

DÁNIEL SZALKAI

MAACRAFT - THE SOCIAL WORKSHOP

KUBIKLE

Bicycle baskets



MAACRAFT design centered social venture employs people living with autism or mental challenges. The priority of the design process is to tailor the production to the abilities of the young people working here. Rustic appearance and sustainability is their common characteristic, and everything is done on the spot from growing raw materials to production. KUBIKLE bicycle baskets are extremely durable and can be attached to the bike with the included leather straps.

MAACRAFT.ORG

PRODUCER: SELF PRODUCTION

PARTNER: –

HUNGARY

2015



Photo © Máté Bartha | Photo © Balázs Mohai

SÁNDOR SZABÓ

CARGO BICYCLE

Since mass production of bicycles has started in Hungary only in 1929, at the Csepel Weiss Manfréd factory, special needs bicycles had to be created personally. Sándor Szabó plumber master produced this bike. He designed and made the bicycle to transport bathtubs, water heaters, and larger basins. He applied the profiles used in pipefitting industry to lengthen the frame.



PRODUCER:
SELF PRODUCTION
PARTNER: –
HUNGARY
AROUND 1935



Photo © Balázs Mohai

“Bicycles have been this incredibly simple tool that has opened the whole world to me. Setting off on my first bicycle tour aged 18, cycling gave me the confidence to pursue my own route through life, and when I started my own company, how else than with a 5000 km test ride.”

Lawrence Brand (Porterlight Bicycles)

**LAWRENCE BRAND
PORTERLIGHT BICYCLES**

BRINGLEY

Cargo bicycle



Its designer took the Bringley cargo bike on a 5000 km tour from Romania to Kazakhstan instead of a testing drive on the streets of London. All the experience gathered on the trip was built in the final model. The low deck is 60 cm long, and the whole bicycle is only 40 cm longer than its average urban counterpart is. Its frame is the ultra-strong Chromoly steel frame used for spaceships and airplanes. These features make it the sturdiest but the lightest cargo bike at the same time. A double child seat or a weatherproof, lockable aluminum crate can replace the cargo deck and be branded for companies.

PORTERLIGHT.COM

PRODUCER: SELF PRODUCTION
PARTNER: –
UNITED KINGDOM
2014



Photo © Balázs Mohai

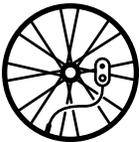
“For me, bicycle is an object that is sophisticated enough to transport me all around town without the need of any external energy input though simple enough to adapt, personalize and repair it myself.”

Thomas Lommée (Intrastructures)

PETER BAEYENS, PETER DEFREYNE,
BRAM BOOT, FREYA VAN DE GAER

WORK SITE+

Workshop vision



Work site+ is a futuristic vision of an Open Structures (OS) workshop with virtual help to repair our own bikes. OS is an existing experimental platform using the principles of open source modular systems – like Wikipedia or Linux – on 3D objects. It creates a common language from design principles and patterns. Designers create basic modules based on them to be developed into furniture, toys, or even a modular bicycle. Work site+ shows wear and tear information, building instructions and handy repair tips projected on our bike.

OPENSTRUCTURES.NET

PRODUCER: –
PARTNER: MOBILOTOOP
BELGIUM
2014

2013
Triangle part
used in offroad bike



2011
Triangle part
used in cargobike

2010
Triangle part
used in table



2009
Triangle part
for the first time
uploaded on OpenStructure
by Jo Van Bostraeten



Triangle part

0542

- Part properties
- Part history
- Part production
- Part downloads

- Order part online
- Find local producer
- Find global producer
- Download 3D file
- Download LCA report



Photo © Kristof Vrancken

“It is necessary that people take back the control of production from housing to vehicles, make them able to repair and produce things by understanding and mastering everyday technologies. XYZ CARGO VEHICLES can be seen as an attempt to encourage such behavior.”

Ion Sørvin (n55)

ION SØRVIN, TILL WOLFER

N55

XYZ

Cargo bicycle



XYZ cargo bike is a member of the SPACE-FRAME family. The Danish n55 design studio and German designer Till Wolfer designed the series. Their aim was to make human-driven and ecologically sustainable vehicles available. The cargo vehicles are made of parts available anywhere and standard aluminum tubes and can be tailored to individual needs. They are easy to repair and most of the materials are reusable. The construction drawings can be downloaded and self-built.

XYZCARGO.COM

PRODUCER:
SELF PRODUCTION
PARTNER:
JESPER RØLUND
DENMARK, GERMANY
2014

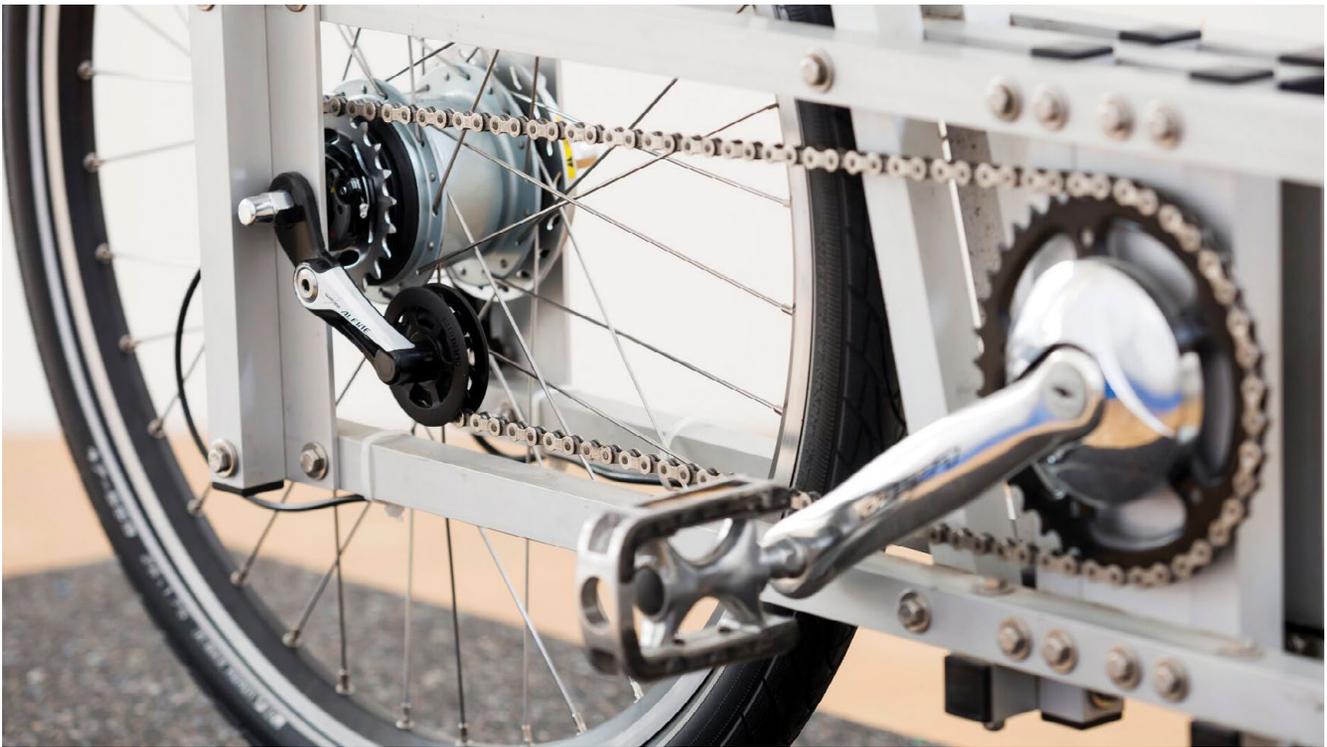


Photo © Balázs Mohai

“We believe bicycles and cargo-bikes are the best instruments for a transition to a sustainable economic model.”

Cyclonomia

CYCLONOMIA

GULO2

Cargo bike



Gulo2 is a cargo bike with exceptional carrying capacity and balance. The joints with the most strain take pressure just like bridge structures and the lengthwise main supports allow for a low cargo surface. The long lifespan, stainless frame weighs 8 kg altogether. Cyclonomia community workshop is a committed representative of urban cycling, cargo biking and the DIY movement. They assist the work of NGOs by providing cargo bikes within their social cargo bike program.

CYCLONOMIA.ORG

PRODUCER: SELF PRODUCTION
PARTNER: –
HUNGARY
2016



Photo © Balázs Mohai

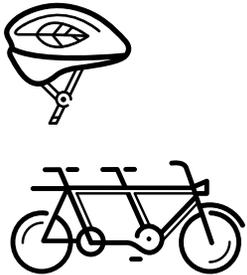
*“The bicycle is one of the simplest everyday demonstrations.
Demo for independent thinking.”*

Cargonomia

CARGONOMIA

CARGONOMIA

Cargo bike hub



The goal of Cargonomia cargo bike hub is to offer a sustainable alternative to food production and distribution, and the popularization of zero carbon urban cargo vehicles. The community project is based on the cooperation of three already existing enterprises, Cyclonomia Do it Yourself bicycle workshop, Zsámboki Biokert, an organic vegetable farm which distributes weekly vegetable boxes, and Kantaa, a cargo bike delivery company. Cargonomia delivers healthy foods produced in or around Budapest to all over the city by their personally designed cargo bikes.

CARGONOMIA.HU

PRODUCER: –
PARTNER: –
HUNGARY
2015



Photo © Stefan Roch

STUDIO NOMAD

WINDMACHINE

“For me the bike is the most personal means of transport. I like its casualness the most, to be able to get anywhere I want!”

Soma Pongor (Studio Nomad)

By operating the interactive bicycle machine of the Tandem section, colored propellers start to move. We can use the bicycle as a tool producing clean energy for more than just transport: the bikes transformed into working machines without electricity help everyday livelihood in underdeveloped areas. The wind machine helps us experience how much energy we are capable of producing ourselves with a chain drive.

STUDIO-NOMAD.HU

PRODUCER:
SELF PRODUCTION
PARTNER: KULTÚRGORILLA
HUNGARY
2016

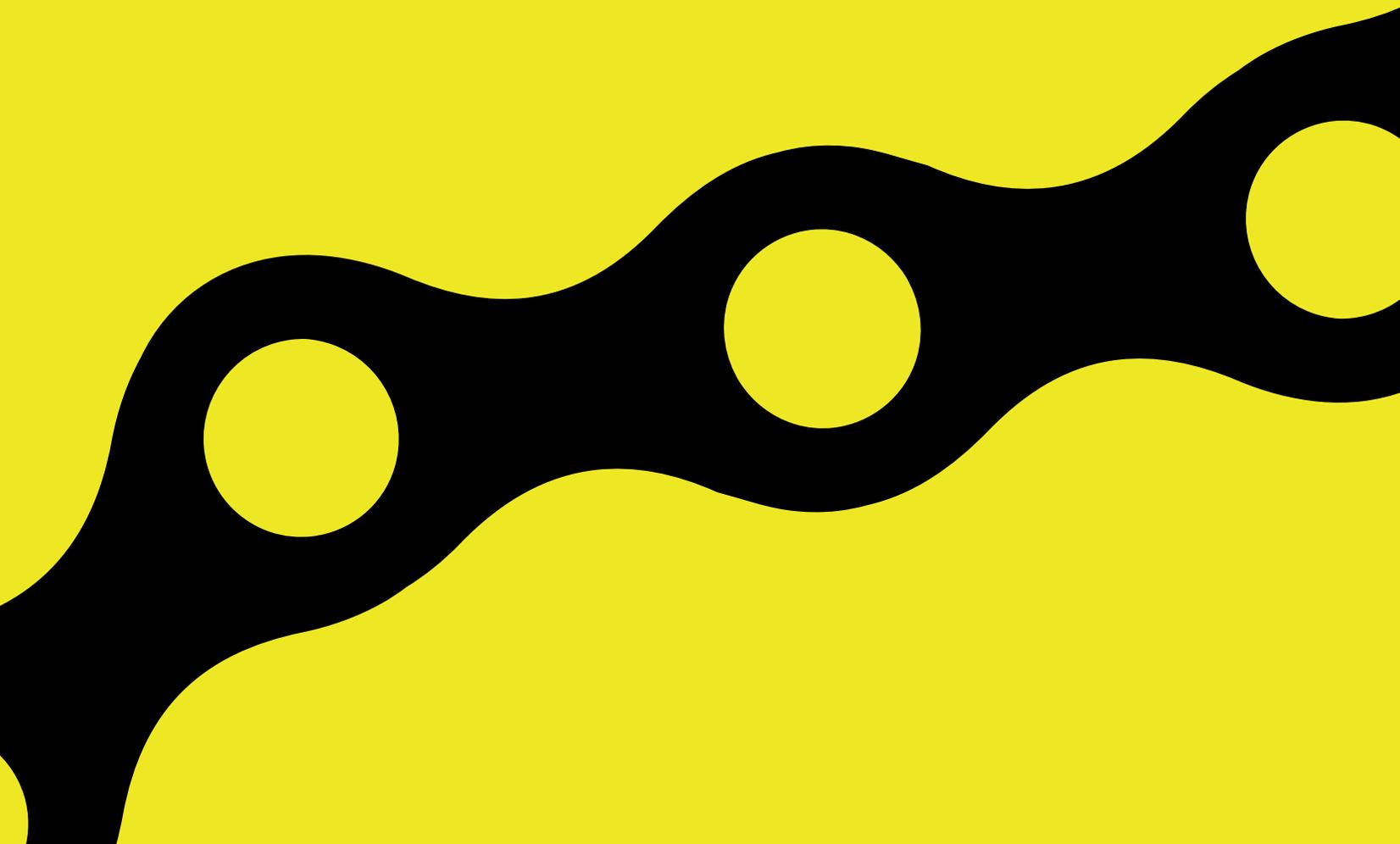




Photo © Balázs Mohai

CRITICAL

MASS



AL



The cycling community has become global. This is due not only to the well-known critical mass movement, but also because design supports the spread of bicycle use by innovative products, and model inclusive systems. The locally successful solutions may be adopted in any part of the world, having a similar climate, population density, and level of development.

The Holy Crap project offers modern waste removal in settlements with underdeveloped infrastructure through online solutions combined with environmental sustainability.

The Spinlister bike rental set offers an alternative to replace the less flexible community bike systems to help make any of us a bike rental service, too. The Open Design allows anyone to build cargo bikes for themselves who commit to carbon-free transportation, traffic jam-free life and clean energy.

These models question the adequate functioning of the existing urban infrastructures and thus encourage their development. The more people and more places apply them the better the chances of systemic changes.



CYCLING AND JOB CREATION

The breakdown of transport vehicles in Copenhagen



56

cities

435.000

new jobs could be created if the ratio of cycling reached 26% or the Copenhagen ratio

The current ratio of cycling within traffic as a whole

The current number of jobs related to cycling (estimate)



VIENNA



BUDAPEST

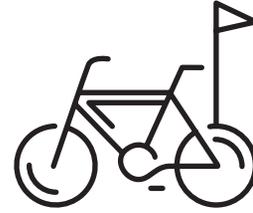
**IN WHICH AREAS DOES CYCLING HAVE
THE BIGGEST POTENTIAL AT JOB CREATION?**



**Design
and crafts**



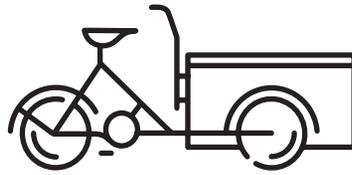
Wholesale



Tourism



**Service and
workshops**



Courier



Rental

**The number of potential jobs
related to cycling in the case
of a 26% ratio**

26% | 2.872

26% | 10.809

Source: *Cycling and Green Jobs* (2016 report by UNEP, WHO and UNECE) www.euro.who.int

ALEXANDER BERGNER

CITY BIKE BOORI



Every single bamboo is different; therefore, every bamboo bike is different! The unique and sustainable bamboo frames, made of natural materials were created through Ugandan and Austrian cooperation. The elements of the extremely stable frame are fixed with bark and epoxy resin. The fair trade product is made in Uganda and anyone can create their own unique bike in Vienna during a workshop.

BAMBOORIDE.COM

PRODUCER:
SELF PRODUCTION
PARTNER: –
AUSTRIA, UGANDA
2014



Photo © Balázs Mohai | Photo © Bambooride

"Bicycle is the only existing means of transport in which no external energy to produce or consume resources is needed to make it work. It is only exceeded in efficiency by walking."

Toormix Atelier

ORIOl ARMENGOU, FERRAN MITJANS
TOORMIX ATELIER

BIKE TO LIFE

Bring your bike to life!



We see abandoned bikes in every city all over the world. The Barcelona-based Toormix atelier design studio collects photos of unused and out of repair bikes from public spaces of major cities to revive them in their graphic project. They created letters, words, and later posters of abandoned bikes of several metropolises, e.g. New York, Berlin, and Amsterdam through their typographic research. Budapest has now also been chosen in cooperation with Kultúrgorilla. Toormix Studio prepared this typographic poster exclusively for our exhibition, based on the photo of the abandoned bicycle the jury found the best.

TOORMIX.COM

PRODUCER: SELF PRODUCTION

PARTNER: –

SPAIN

2013-



BIKE TO LIFE

R.I.P.



— 2016

Photo © Bike to Life

BECICLOS BICYCLES

BECICLOS BICYCLES

Social enterprise



The large numbers of orphaned and abandoned bicycles pose a real problem in the Netherlands. To eliminate them is a complex and costly process, often meaning to demolish them. The team at BeCiclos thought it was time to end waste and they decided to save and fix orphaned bikes. Their mechanics treat the bikes with extreme care since they have experienced being excluded from society. As soon as a bike is healed, BeCiclos looks for a new owner and transports the bikes anywhere in Europe for 35 Euros. The new owner then signs the adoption papers with the promise to take good care of the bicycle.

BECICLOS.COM

PRODUCER:
SELF PRODUCTION
PARTNER: –
NETHERLANDS
2010



Photo © Balázs Mohai

GABARAGE UPCYCLING DESIGN

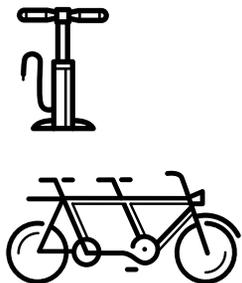
RACING BALL

Lamp

“Not only can I zoom past cars sitting in traffic on my bike, and get to work earlier than the rest of those sad ones sitting at the stop light; but I will feel more energized and ready to get to it when I get there.”

gabarage upcycling design

The designers of gabarage upcycling design studio create their products together with former drug addicts and sell them in their showroom, to offer social integration and job opportunities to those in need. The featured ceiling lamp is a sphere composed of repurposed bicycle inner tubes, and has been a popular interior design object for several years now.



GABARAGE.AT

PRODUCER: GABARAGE
UPCYCLING DESIGN
PARTNER: –
AUSTRIA
2008



Photo © gabarage upcycling design

“The bike is a symbol not only of transportation and exercise, but of personal freedom and innovation. These days it drives everything from personal health to companionship to networking opportunities. Your bike can be both your passion and your business, and the opportunities only continue to grow.”

Spinlister

MARCELO LOUREIRO, ANDREW BATEY

SPINLISTER

Community bike rental service



The American Spinlister has developed a bicycle equivalent of sharing economy. Anyone may join the community bike rental service and list their rarely used or extra bikes, surfboards, or skies. We may choose any kind of two-wheeler suiting our needs from cargo ones to fixie bikes from the application. We don't need to adapt to regulations of the local public bicycle systems or the opening hours of the bike rentals in the more than 55 countries where Spinlister has already been established.

SPINLISTER.COM

PRODUCER: SELF PRODUCTION

PARTNER: –
UNITED STATES
2012



Photo © Mohai Balázs | Photo © Spinlister

ERDEM OVACIK, JENS FRANDBSEN

DONKEY REPUBLIC

DONKEY LOCK

Bike rental set

Donkey Republic has developed a bike rental system anyone might join from either side, as a renter or a biker. The project consists of a set to be attached to any bike and a mobile application. The Bluetooth-operated lock lets anyone rent a bicycle without personal contact. The built-in GPS of the application shows the exact location of the bike on the map and by clicking the “open” tab the lock begins to beep for 20 seconds. The rental bike can be found easily even in a busy bike parking lot.



DONKEY.BIKE

PRODUCER: SELF PRODUCTION
PARTNER: C/O DARE2 MANSION
DENMARK
2014



Photo © Balázs Mohai

LÁSZLÓ URBACH, BASED ON GARELLI MOSQUITO DESIGN
CSEPEL MŰVEK

CSEPEL TOURING BICYCLE WITH DONGÓ ENGINE

The popularity of the bike with Dongó engine was due to the fact that cars were not allowed to be in private ownership between 1950–58. After the economic crisis following WW 2, László Urbach initiated to produce small and cheap booster engines to be fixed on bicycles. The pattern followed the Italian Garelli Mosquito and it was realized at the Székesfehérvár Hunting Ammunition Factory. Almost 60 000 engines were made during the 3 years of production. The 25 km/h speed bicycle used 1.8 liters of fuel on 100 km and no driving license was necessary to ride it.



PRODUCER: CSEPEL MŰVEK

PARTNER:

SZÉKESFEHÉRVÁR HUNTING AMMUNITION FACTORY

HUNGARY

AROUND 1956



Photo © Balázs Mohai

FABIAN GUTBROD

ADD-E

ADD-E

E-bike modul

“The bicycle is our daily means of transport. We save time, money, resources and we have a smile on our faces when coming to work. The bicycle is our daily companion through good and bad weather and important for our business.”

Add-e

The 2-kilogram accessory turns any type of bike into an e-bicycle. The three-part set can be removed easily and the bicycle turns back into a normal bike, just like before. The drive unit and the battery are hidden in a flask and the other parts are hardly visible. The joy of biking is made sustainable: if you want an e-bike, you don't need to buy two bicycles.

ADD-E.AT

PRODUCER:
SELF PRODUCTION
PARTNER: –
AUSTRIA
2015





Photo © Balázs Mohai

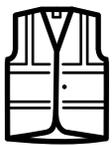
PUBLIC TRAILERS

Mobile bike structures

“The bicycle is one of the most congenial inventions of humankind and a very important means of autonomy. Although there is no real perpetual motion machine, the bike is almost like it since it returns all the energy we put in.”

Michael Obrist (Feld72)

Structures portable on bikes were created by a group of Austrian architects that add new functions to public places. The structures were originally made for the Shenzhen/Hongkong Bi-City Biennial of Urbanism/Architecture and are based on the traditions of informal communication of the Asian societies. The Speaker’s Corner honors free speech and the Public Karaoke uses the popular karaoke form to dynamize less developed parts of the city. Urban Boxing tries to point the latent aggressivity of a society built on harmony in the direction of “fair play” while referring to the rich traditions of Asian martial arts.



FELD72.AT

PRODUCER:
SELF PRODUCTION
PARTNER: –
AUSTRIA
2010



Photo © Feld72

MICHAEL KNOX, GREY MELBOURNE

THIS BIKE HAS MS

Campaign

Designer Michael Knox consulted sclerosis multiplex sufferers and experts to create a bike with the symptoms of the illness hidden in the components from the frame to the handles. The bike simulates the hardships of living with this disease. The incurable disease is extremely hard to diagnose and the early treatment is of utmost importance regarding the life quality of the sufferer. Grey Melbourne started this campaign to raise awareness with this bicycle in their focus.

THISBIKEHASMS.COM

PRODUCER: SELF PRODUCTION
PARTNER: JAMES MACLEOD,
THOM PRAVDA, CAROL COOKE,
MARION SIMPSON, MATTHEW
MISFUD, STEVEN VAN RUYVEN,
TIMOTHY RYAN, LYN PETRUCCELLI,
SAMANTHA SIMS, DARREN WINTER
AUSTRALIA
2014





Photo © Grey Advertising Australia

THE BIKE PROJECT

THE BIKE PROJECT

Social initiative

"I feel fresh when I ride the bike. It keeps my mind busy. It feels like therapy."

Beneficiary



The London initiative fixes used bikes and donates them to refugees. 13 500 people apply for refugee status in the British capital every year, 27 500 bicycles are abandoned in the streets, and public transportation costs 20 pounds per week. The bicycle can help these people reach charity organizations, lawyers, hospitals and later to find work. By attending workshops with professional mechanics, refugees acquire useful knowledge, and women receive personal cycling training.

THEBIKEPROJECT.CO.UK

PRODUCER: –
PARTNER: –
UNITED KINGDOM
2014



Photo © The Bike Project

SUPER LOCAL

HOLY CRAP

Selective waste collection system



Reincarnate your waste! The Holy Crap project uses this slogan to motivate the population of the Buddhist Kathmandu to collect their household waste selectively. The initiative is based on a credit system: the more selective waste a household separates the more credits they earn. These credits can later be exchanged for phone credits or other services on the website. The other important element of the system is the environmentally friendly nature of waste collection: they use cargo bikes with clean energy to collect the waste.

SUPER-LOCAL.COM

PRODUCER: SELF PRODUCTION

PARTNER: –
NETHERLANDS
2015

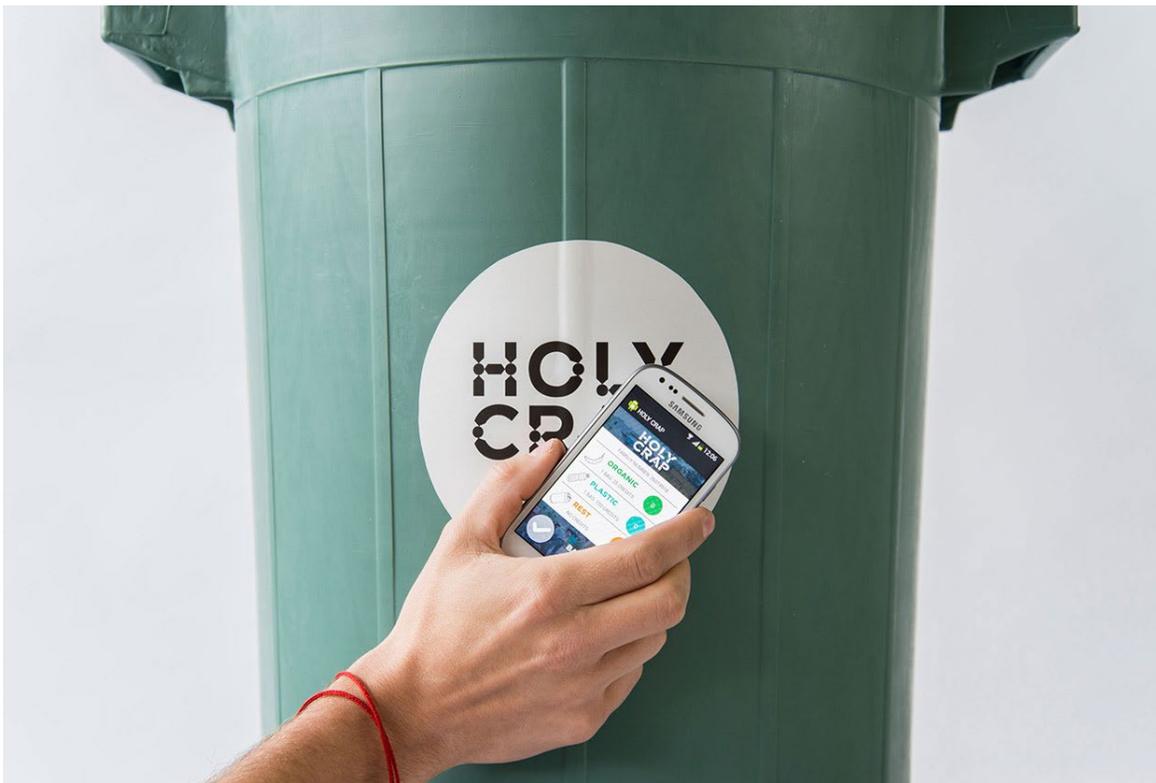


Photo © Balázs Mohai

STUDIO NOMAD

ODOMETER

“As an ‘amateur’ cyclist I rarely sit on the saddle but I get off every time saying I should do this more.”

Bence Pásztor (Studio Nomad)



The bicycle machine, part of the Critical Mass section, represents the strength of the community: a ball falls down after every kilometer completed by the visitor. The number of balls shows which European city we could reach together. The more of us sit on the saddle, the closer we get to the ideal of the livable, human-scale city.

PRODUCER:

SELF PRODUCTION

PARTNER: KULTÚRGORILLA
HUNGARY

2016



Photo © Balázs Mohai

INVENTORY OF EXHIBITED PROJECTS AND OBJECTS

Oriol ARMENGOU, Ferran MITJANS
(Toormix atelier)
Bike to Life, 2013, Spain

Sebastian BACKHAUS, Leopold BRÖTZMANN
(Mikili)
TÍAN, 2012, Germany
6.5 kg
30 x 34 x 15 cm
MDF, oak
Private collection

Andrew BATEY, Marcelo LAURIERO (Spinlister)
Spinlister, 2012, USA

András BEREZCZ, Klára SZERDAHELYI-NÉMETH,
Tamás SZERDAHELYI, Ákos VAJAS (Budapest
Dialog)
Budapest Dialog, 2014, Hungary

Alexander BERGNER (Bambooride)
*in collaboration with Kasoma Noordin, Matthias
Schmidt*
City Bike Boori, 2014, Austria
11 kg
35 x 100 x 160 cm
Bamboo, bark cloth, other
Private collection

Peter BAEYENS, Peter DEFREYNE, Bram BOOT,
Freya VAN DE GAER
in collaboration with Intrastructures
Work site+, 2014, Belgium
Design proposal developed within the context of
the Mobilotoop project by Intrastructures.

Christian BEZDEKA (WOOM GmbH.)
Woom Bike, 2014, Austria
6.5 kg
100 x 70 x 50 cm
Aluminum
Private collection

Florian BORN
Auto-Complain, 2014, Germany

Lawrence BRAND (Porterlight Bicycles)
Bringley Custom Cargobike, 2014, United
Kingdom
25 kg
190 x 60 x 30 cm
Chromoly steel
Transport Museum

Eva BUCHLEITNER (Eva Blut Studio)
Copenhagen Weekender, 2015, Austria
0.7 kg
40 x 26 x 33 cm
Calf skin, net
Private collection

Eva BUCHLEITNER (Eva Blut Studio)
Frame Folder Large, 2014, Austria
0.62 kg
30 x 23 x 4 cm
Calf skin, net
Private collection

Cargonomia
Cargonomia, 2015, Hungary

Mikael COLVILLE-ANDERSEN
(Copenhagenize Design Co.)
Copenhagenize Love Handle, 2011, Denmark
0.6 kg
10 x 30 x 15 cm
Repurposed bicycle handlebar, bicycle handlebar
grip, bicycle innertube
Private collection

Copenhagenize Design Co.
Desire Lines Analysis Tool, 2012, Denmark

Henry CUTLER (WorkCycles)
WorkCycles Fr8 Family, 2007, Netherlands
30 kg
60 x 90 x 190 cm
Chromolysteel, stainless steel
Private collection

Cyclonomia Social Cooperative
Guloz, 2016, Hungary
20 kg
260 x 53 x 110 cm
Stainless steel
Private collection

Klaus DIA
Trash Lump, 2016, Austria
1 kg
30 x 20 x 20 kg
Recycled bike parts
Private collection

Tibor FARKAS (Living Road - Hungarian Road
Kft.)
Living Road illuminating road sign, 2015,
Hungary

Feld72
Public Trailers, 2010, Austria

Károly FÉLEGYHÁZI
Csepel foldable prototype in plastic box,
around 1970, Hungary
18 kg
95 x 35 x 85 cm
Steel, metal, plastic
Transport Museum, inv. no.: 12.89.58.1

Gabaraage upcycling design
Racing ball, 2008, Austria
3 kg
65 x 65 x 65 cm
Used bicycle tubes, cable ties
Private collection

Gianluca GIMINI
Velocipedia, 2009, Italy

Ferenc GULYÁS (Gulyi ReCycling)
Toy (Robot), 2016, Hungary
0.25 kg
11 x 10 x 20 cm
Recycled bicycle parts
Private collection

Ferenc GULYÁS (Gulyi ReCycling)
Toy (Snowplow), 2016, Hungary
0.5 kg
21 x 8 x 15 cm
Recycled bicycle parts
Private collection

Ferenc GULYÁS (Gulyi ReCycling)
Bar stools (two pieces), 2015, Hungary
4.5 kg (each)
50 x 38 x 73 cm
Recycled bicycle parts
Private collection

Tibor GUNGL (gunglamps)
Gunglamps desk lamp, 2016, Hungary
5 kg
35 x 45 x 55 cm
Metal, glass
Private collection

Fabian GUTBROD (Add-E)
Add-E (Drive Unit, Lithium Polymer Akku and
Montagekit), 2015, Austria
2.4 kg (total)
7.5 x 8.7 x 6 cm (Drive Unit); 9 x 9 x 23 cm (Akku)
Electronics, other
Private collection

György HALÁSZ, Krisztián RAPALI
(Bigo Brand Ltd.)
in collaboration with Pier Technical Kft.
Bigo Bag Five, 2015, Hungary
1 kg
100 x 40 x 40 cm
Nylon, polyester
Private collection

Anna HAUPT, Terese ALSTIN
Hövdning, Sweden, 2005
0.7 kg
26 x 19 x 26 cm
Electronics, textiles, gas inflator, airbag
Private collection

Luc VAN HOECKEL, Pim VAN BAARSEN
(Super Local)
Holy Crap (cargo-bicycle, set of garbage bags,
broom), 2015, Netherlands
80 kg
280 x 90 x 160 cm
Mixed
Private collection

Herman VAN HULSTEIJN (Vanhulsteijn)
VH1 bicycle, 2009, Netherlands
10 kg
160 x 95 x 42 cm
Stainless steel
Private collection

Ipek FÜSUN (Balkantango)
in collaboration with IVANKA
Concrete loves Rubber Gym-Sack, 2015,
Hungary
0.5 kg
35 x 45 x 5 cm
Recycled bicycle innertube, concrete textile
Private collection

Balázs KIS (RecyCLOCK)
RecyCLOCK clock, 2015, Hungary
2 kg
68 x 68 x 4 cm
Recycled bicycle parts
Private collection

Róbert KOHLHÉB, Zoltán KÁLAZI (Stringbike)
Push&Pull tricycle, 2012, Hungary
30 kg
85 x 180 x 110 cm
Aluminum
Private collection

Michael KNOX (Grey Melbourne)
*in collaboration with James Macleod, Thom
Pravda, Carol Cooke, Marion Simpson, Matthew
Misfud, Steven Van Ruyven, Timothy Ryan, Lyn
Petruccelli, Samantha Sims, Darren Winter*
This Bike has MS, 2014, Australia

Ana LARREA, Gonzalo Fernandez GARCIA,
Danel VIANA, Saskia SCHRIJNEN (Beciclos)
BeCiclos Bicycles, 2013, Netherlands
16 kg
176 x 92 x 30 cm
Steel, iron, other
Private collection

Basten LEIJH (Basten Leijh Design Studio)
in collaboration with Pedalfactory
Sandwichbike, 2006, Netherlands
17 kg
175 x 95 x 62 cm
Beech plywood, aluminum
Private collection

Josef LUEGER, Lisa SCHMIDT, Jan HOSE
Wiener Rad WG, 2013, Austria

Hideaki MATSUI, Markus SCHMEIDUCH, Andrew NIP
Bikeborg, 2012, Austria, United States, Japan
Design fiction project originally developed at the Copenhagen Institute of Interaction Design

Dániel MERÉNYI
in collaboration with MAACRAFT - The Social Workshop
'Short John' cargo bike (with front and rear basket), 2015, Hungary
20 kg
45 x 130 x 110 cm
Steel, aluminum, plastic, willow
Private collection

Claire MOOKERJEE, Anastasia VIKHORNOVA, Christian SCHMEER, Rebecca JONES (Future Cities Catapult)
Five models of developing bicycle infrastructure digitally, 2015, United Kingdom

Erdem OVACIK, Jens FRANSEN (Donkey Republic)
in collaboration with c/o Darez Mansion
Donkey Lock, 2014, Denmark
0.5 kg
12.5 x 15 x 4.5 cm
Metal (iron/steel), plastic (ABS), electronics
Private collection

Fidel PEUGEOT, Karl Emilio PIRCHER (Walking Chair)
Mobile Bicycle Stand, 2013, Austria
60 kg
113 x 50 x 50 cm
Concrete, metal
Private collection

Irene POSCH
Early Winter Night Biking Gloves, 2010, Austria
Ca. 200 gr
Ca. 10 x 5 x 25 cm
Wool, LEDs, coin cell battery, conductive thread
Private collection

Puch
Men's bicycle, around 1930, Austria
16 kg
200 x 70 x 100 cm
Steel, metals, plastic
Transport Museum, inv. no.: 12.87.108.1.

Isabel QUIROGA (Studio Isabel Quiroga)
The Urban Nomad Revisited, 2015, Netherlands
10 kg
146 x 73 x 60 cm
Plywood, pine, steel, bike wheel
Private collection

Rotten Apple
Recycling Rack, 2015, USA
Remake of an urban intervention for the Bikeology exhibition

Laurence VAN SEVENTER (Lolo Palazzo)
in collaboration with Carmen Versluys
Drama Queen, 2016, Netherlands
160 kg
98 x 360 cm
Recycled bicycle chains
Private collection

Laurence VAN SEVENTER (Lolo Palazzo)
in collaboration with Jean-Pierre Henzen
Mirror me, 2015, Netherlands
15 kg
61 cm (diameter)
Recycled bicycle chains
Private collection

Ion SÖRVIN (n55), Till WOLFER
in collaboration with Jesper Rølund
XYZ CARGO BIKE, 2014, Denmark
30 kg
245 x 56 x 105 cm
Aluminum, stainless steel, plastic
Private collection

Javier SOTO MORRAS (Onomo)
in collaboration with Hannes Jakobsen, Luis Antonio Martin Nuez, Ana Ramos, Jeff Goug
Haize, 2015, Germany, Spain, United Kingdom
0.035 kg
4.2 x 1 cm
Aluminum, glass
Private collection

Szabolcs SÖJTÖRY
Smart by Cycle, 2015, Hungary
0.075 kg
Ca. 5.5 x 6.5 x 1 cm
Aluminum, glass, plastic
Private collection

Christian STEINER, Beatrice STUDE (steinerdesign)
in collaboration with Spar GmbH
Bikepack, 2014, Austria
0.5 kg
46 x 46 x 1 cm
Cardboard
Private collection

Studio Nomad
in collaboration with Kultúrgorilla
Drawing machine, 2016, Hungary
20 kg
126 x 184 x 205 cm
Powder-coated steel, rubber
Private collection

Studio Nomad
in collaboration with Kultúrgorilla
Windmachine, 2016, Hungary
40 kg
178 x 208 x 200 cm
Powder-coated steel, plastic
Private collection

Studio Nomad
in collaboration with Kultúrgorilla
Odometer, 2016, Hungary
30 kg
178 x 236 x 100 cm
Powder-coated steel, plastic
Private collection

Sándor SZABÓ
Cargo bike, around 1935, Hungary
35 kg
280 x 17 x 95 cm
Steel, metal, wood
Transport Museum, inv. no.: 12.87.119.1

Dániel SZALKAI (MAACRAFT - The Social Workshop)
in collaboration with Miskolc Autism Foundation
KUBIKLE (front and rear bicycle basket), 2015, Hungary
1.5 kg; 2.9 kg
26 x 22 x 22 cm; 28 x 36 x 32 cm
Plywood, leather
Private collection

The Bike Project
The Bike Project, 2014, United Kingdom

Fanni UNGÁR
Ram (two pieces), 2009, Hungary
1.5 kg (each)
45 x 35 x 15 cm (each)
Recycled bicycle parts (saddle and handlebar)
Private collection

László URBACH, based on Garelli Mosquito design; Csepel Művek
Partner: Székesfehérvár Hunting Ammunition Factory
Csepel touring bicycle with Dongó engine, around 1956, Hungary
25 kg
200 x 75 x 95 cm
Steel, metal, plastic
Transport Museum, inv. no.: 12.82.11.01.

Tamás VEREBÉLYI (Verebet)
Binpile, 2016, Hungary
3 kg
40 x 35 x 30 cm
Recycled wood
Private collection

Tamás VEREBÉLYI (Verebet)
Front and rear bicycle basket, 2016, Hungary
3 kg (each)
40 x 30 x 25 cm (each)
Ashwood
Private collection

Will VERITY
Deimatic Clothing, 2014, United Kingdom
1 kg
70 x 100 x 10 cm
Fabric, electronic components
Private collection

Júlia VESMÁS, Neza PETERCA (Blind Chic.)
in collaboration with Lokál Skateshop
SCUMBAG, 2012, Hungary
1.3 kg
30 x 65 x 12 cm
Oilcloth
Private collection

Volvo
in collaboration with Albedo100
Volvo LifePaint, 2015, Sweden
0.1 kg
17 x 3.5cm
Spray can, reflective paint
Private collection

Valerie WOLFF, Valentin VODEV (VELLO bike)
Vello Speedster, 2014, Austria
10.5 kg
140 x 100 x 40 cm
Chromoly steel
Private collection

TESTIMONIALS



"Designers play a major role in making cycling a serious factor in transportation and urban development. Bikeology provides an excellent overview on how a tool can become a platform through design, opening up new opportunities for development. It is a niche exhibition, which helps to understand the functioning of our environment. We'd need a lot more of these."

Samu Szemerey,
KÉK – Hungarian Contemporary Architecture Centre



"The most interesting bicycles models I've ever seen. The interactive part is nice and lovely. The concept idea and the exhibition design is truly professional. Thank you!"

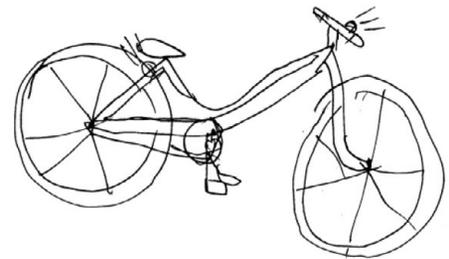
Visitor

"Loved the exhibition! So many innovative concepts that should be applied everywhere!"

A girl aged 13 from Melbourne

"I've debating trading my car for a bike, and this was the inspiration I needed."

A visitor from the United States



"Best exhibition I've seen on design for ages – send to The Victoria and Albert Museum, London!"

A visitor from the United Kingdom

LEGKIRÁLYABB!
 BICIKLISNEK LENNI *előzések!*



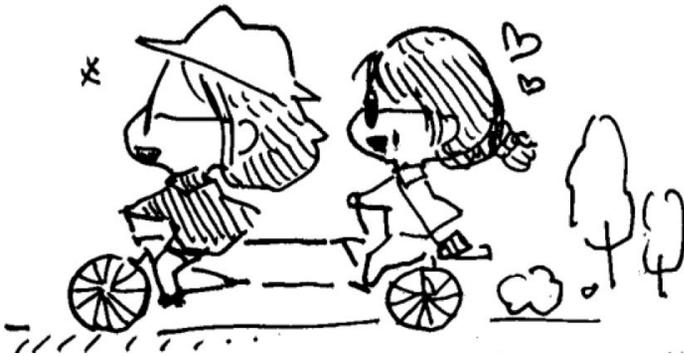
"Everything has a border and the border lies elsewhere for all of us. Cycling widens borders therefore it is attractive. The joint venture of the Museum of Applied Arts, soon to be closed temporarily and the Hungarian Museum of Science, Technology and Transport, closed temporarily already illustrates how these borders are set even further than we think."

Anna Zöldi, Revizor



"The Bikeology exhibition provides important ammunition for the cycling movement. It approaches this repeatedly spreading method of transportation from the aspect of design. It presents an international trend through interactive means that will not end up in 'museums' in a few decades."

Gábor Kürti (Hajtás Pajtás, Hungarian Cyclists' Club)



"I preferred the ping-pong ball-bike. I am proud of my Grandma to have ridden a full kilometer!"

A boy from Hungary

"Besides presenting beautiful, historic, and smart contemporary bicycles, the collection of Bikeology endeavors to introduce the sustainable thinking of the cycle culture and its social responsibility, in a funny, playful, and extremely amusing interactive way. It was quite an experience, thank you!"

Petra Hoffmann (Stilblog)



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Initiator and project manager of the exhibition

Judit Horváth, Head of Department, Contemporary Design, Museum of Applied Arts

Editor

Kultúrgorilla

Copy editor

Klára Szegzárdy-Csengery

Texts by

Anna Göttler, Judit Horváth, Júlia Oravecz, Gábor Roskó, Éva Tornóczy, Katalin Tóth

English translation by

Gabriella Körmendi, Tamás Sályi

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Kata Kerekes

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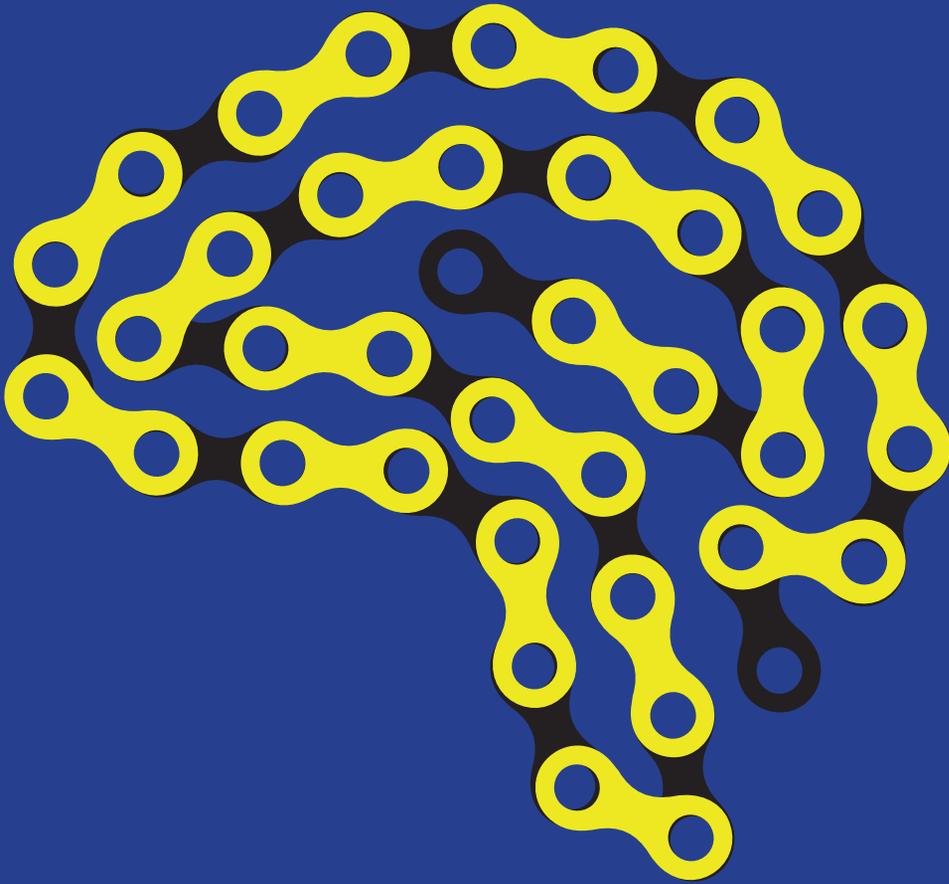
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BIKEOLOGY