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Transcript

Speaker 1

It's time for the outspoken cyclist your weekly conversation about bicycles, cyclists, trails, travel, advocacy, the bike industry. And much, much more. You can subscribe to our weekly podcast at outspokencyclists.com or through your favorite podcasting app to listen anytime. Now here's your host, Diane Jenks.

Speaker 2

Hello and welcome to the outspoken cyclist. I'm your host, Diane Jenks. Thanks for tuning in. As promised, my conversation is with one of The Pioneers of women's frame design, Georgina Terry. I've known Georgina for many years and it is always great to speak with her. She started out as an engineering student in Pittsburgh and took that engineering mind of hers into the bicycle business in 1985. Launching Terry Precision bicycles. Over these many decades, she not only produced her very special women specific designs, but added saddles, shorts, jerseys and more. In fact, I would suggest that almost everyone who has been riding for the past several decades has had at least one Terry Saddle. Women and men alike. Today, Georgina is still offering her special bikes to discriminating riders and as she says on her website quote, I hope I'm part of a movement that encourages women to think for themselves, to be stubborn, to break the rules and not be afraid to be a pain in the **** sometimes. Susan B Anthony did, and it turned out pretty well for her End Quote. I hope you enjoy our conversation. Hello, Georgina, welcome to the outspoken cyclist. Thanks for joining me today. Thanks for being my guest. Wow. It's been years since you. And I spoke.

Speaker 3

It has been so it's nice to have this little reunion.

Speaker 2

It is and we actually get to see each other now with this new zoomy technology. So that's really good.

Speaker 3

And and I'm sure we both look exactly the same, don't we?

Speaker 2

Do we do? We're both. Still, young and beautiful and no silver. Hair or anything like that. Yeah, well, you know, it's a good thing that it's a podcast. People aren't looking at us. They're only listening.

Speaker 3

I agree, yeah. That's why I've got my old sweatshirt on. I'm not. Worried about?

Speaker 2

Yeah, yeah, I'm. I'm just. My glasses are on my head. You know, I I've known you for a long time, and I know a lot about your background, but I'm not sure my listeners do. So could you just, like, let's rewind and go back and talk about your background? How you decided to get into the bicycle business where you went? To school and all of that.

Speaker 3

All right. Well, I guess you would have to say that my interest in bicycling started when I was living in Pittsburgh, PA, which is where I went to school to Chatham College and Carnegie Mellon University. And I I mean, I biked as a kid when I was 12 years old. I got my first bike and all that kind of stuff. And like every other kid, you kind of forget about it when you're 17 or 18, cause the car comes into your life. But for some reason I picked it up again while I was in Pittsburgh and got a bicycle, started riding around, loved it, joined the bike club there, the Western Pennsylvania wheelman, and such a great group of people so welcoming. You know, I showed up for the first ride of my jeans and T-shirts. Slowly but surely they got me into a helmet. Then they got me into the shorts and you know, a year. Later I was. Like, totally was bicycling. But since I was studying mechanical engineering at Carnegie Mellon, I just kind. Of you know, I learned all I could learn about bicycle mechanics from an incredible dealer in Pittsburgh. Jerry Kranick and Kranick's bike shop. But Jerry didn't know how to build frames, and I kept thinking, you know, would be really neat to build a bicycle frame. I wonder how you do that. So job kind of interfered. I got a job at Xerox here in Rochester which brought me here. And again, the thoughts of probably because I was bored at work and daydreaming, the thoughts of, you know, building a bicycle just got back into my mind again. So I just started doing a little research and you know, thinking about frame geometry, finding somebody who knew how to braise and and getting him to teach me the basics of it. And essentially it just kind of set myself up in my basement and first started building frames for myself. Then that that kind of grew from there. I think I was interested in my bike cause I'm pretty small, about 5-2 and I have the smallest when bicycle with the top two and all top twos back then were hard solo by the way. Nothing slowed, right? So always an issue trying to find a bike that you could stand over, you know, and I was thrilled when Schwinn finally introduced a 19 inch frame. Unfortunately had a 12 inch bottom bracket height, but. From that bicycle, I learned how to. Make geometry work and how to make it work against you, so that was kind of my first. Experience with. That and about the same time I ran into Bill Boston at one of the big rallies, the nears the gears, the theaters, the, whatever they were fantastic rallies and and Bill Boston, if you remember, was building bikes with small front wheels for both men and women. If his riders were smaller. He was the one who really got that idea to catch on and and I said to him, you know, with all the investigation into geometry I've

done, there is no way to make this fight shorter in the reach, smaller in the stand over height without a smaller front wheel. So would you mind if I took your design and used that on my own? Bikes and, he said. God, no, do it so that people will accept this, although that this has been around since the 1880s. Believe it or not, track bikes interestingly.

Speaker

So I have.

Speaker 2

A question that. It's gonna Fast forward a little bit, but I. Don't want to forget it. And that is. Once people decided to go away from the horizontal top tube and longer head tubes and that kind of thing did that. Impact cause you also made bikes with the same size wheels. I remember there were there was a model and there were models that had smaller front wheels, but would that have changed your thinking back then?

Speaker 3

That's right, yeah. No, it wouldn't have changed my thinking at all because I. Think the fallacy of the sloping top tube is sometimes it makes a rider think a bike fits when it doesn't because she can straddle it, so it must fit right? It doesn't address the link. No, I don't think it would have changed anything. I think I would have said OK. Let's do it. Let's do it right.

Speaker

How about 6:00?

Speaker 2

50 wheels. How does that change things?

Speaker 3

That's changed things a lot. I never really got into 650 in a super deep way, thank goodness, but it to me it's just, you know, another. Thing that's darn frustrating about our industry that we will lead people down one path and now you've got all these people who own bikes with 650 wheels and it's harder and harder to find tires for them and you can't find anything, you know, over 23 or 25 millimeters in width. It's just why did we do that? And and what tire is going to come under attack? Next, it's it's scary.

Speaker 2

Well, you have to look at the industry as a whole at as being so tunnel visioned. You know, up at up at the top. Well, if you're. Not racing you. Know the the up duez maybe we don't. Want to make a bike for you? Yeah. And and.

Speaker 3

You can see that I mean not to jump ahead again. We'll get into it later, but you can see it now in groups that are coming out that are offered by by the big guys and and the choices and gearing that's taken away from a lot of people.

Speaker 2

Right, exactly. Exactly. And of course, well, we could go on and. On about that. And on and on. So you didn't just get into the bicycle business building bikes, which is I think really an interesting thing you actually. Made apparel saddles gloves. You know you could be in a Terry dealer, right? So. Everything was geared toward women. Did men buy your? Did men buy your bikes?

Speaker 3

No, but they bought our saddles because we made men and women saddles.

Speaker 2

That's true. That is true.

Speaker 3

That that was an easy one to appeal to.

Speaker 2

Yeah, we still. So my husband still sells your saddles. OK. I I mean that part of your company is is a different thing now a different attitude, but those saddles are still out out there. And I probably wrote a Terry Butterfly saddle for man 20 years, I finally. Got tucked into a brooks.

Speaker 3

Yeah. Well, it's funny cause I ride. Terry and I ride brooks. Yeah. And I keep saying, what does that say about my rear end? That I'm equally happy on a super hard saddle and a nice cushy saddle. Something's wrong here.

Speaker 2

Yeah, exactly. Maybe it's really our brains and not our rear ends at all. Let let me take a moment to reintroduce you, and then we're gonna get on with some of the other things I want to talk about. We're speaking with Georgina Terry. And if you don't know where she is, a pioneer in our business. She had a line of bikes. Well, has a line of bikes, Georgina Terry Bikes. She made saddles. That you probably know and have most of my listeners are. Or not young and have been around long enough to have at least tried one of your saddles shorts. Great shorts, gloves, jerseys. So it, you know, the the whole thing. You could be a Georgina Terry model if you wanted to be as as a woman, so. Tell me a little bit about your thinking. When you build bikes, not just about the geometry, but also about materials and why you chose steel, and why you still think it's viable.

Speaker 3

Well, I I try to steal because you can't live in Pittsburgh for a significant length of time and not really be converted to steel. I mean, you were surrounded, but I still said I I still build with steel. I mean, I do use carbon forks occasionally on my designs, but I just. It's so nice to work with. I mean, it's it's a wonderful product. It has a terrific lifespan and you can't say that really about aluminum or carbon fiber. You can't about titanium for sure, but that's, you know. That's another jump altogether. Yeah, I just, you know, steel is just kind of near and dear to my heart. And certainly when I first started learning how to build frames, it was much easier to learn with steel than it would have been with aluminum and carbon fiber didn't really play into the picture at that time. And there's still some terrific steels that are offered, so it's not like you're you're getting some clunker of the like.

Speaker 2

It's true. Today's thin walled high quality steel.

Speaker 3

They're beautiful. Yeah, air treated steel. Air hardening. I mean, it's. Yeah, yeah.

Speaker 2

The bikes are right. So. Are you still? Now R&E is building your frames now.

Speaker 3

Yes, they are, yeah.

Speaker 2

We ride an R&E built tandem.

Speaker 3

All right, they do a ton of stuff. It's amazing. They've got their fingers in a lot of. Pies, which is good.

Speaker 2

Let's talk a second about Waterford and what happened. OK, so Richard decided to retire rightly so, and I know he isn't building your frames now, but he has built frames for you in the.

Speaker 3

Oh, a long time. In the past, we first started an association with Richard, probably around 2007, right? I was it. Terry so yeah.

Speaker 2

And and I. Sold Waterfords back at city Bike back in the late or the early 90s.

Speaker 3

Yeah, Yep. That's when he created that brand. And gunner.

Speaker 2

Right. And gunner. Right. Well, I, Richard and I just had a conversation and we talked about the day we came up with the gunner. He came up. With the gunner name and. The dog, right. The dog. I got to see that puppy when she brought him home and she brought him through Cleveland cause she picked him up on the East Coast.

Speaker 3

It was a.

Speaker 2

Beautiful. He was a beautiful little dog anyway. So does somebody need to? Take that place is there. A hole in the market.

Speaker 3

Now I I don't know that there's really a hole because there there are a lot of other companies that are doing things like that. I mean, certainly I found out about those companies after Waterford. Announced that they weren't going to be building anymore. I went on the search and it led me to a lot of places, ultimately R&E, but you can look at vicious cycles on the East Coast that does contract building all the time. Blinky does stay Blinky down in Philadelphia as well.

Speaker 2

Yeah, Carl.

Speaker 3

Commotion can do it. They're really backed up right now, but they're capable of doing it. And then there's. Some neat little. Cottage industry businesses like lunchtime bike company out in Portland. If you want a woman to build your frame, she's right there at lunchtime. But again, they do contract business as well. So it's really a matter, I think, of just kind of searching. Things out and talking to people. And that kind of.

Speaker 2

Yeah, yeah.

Speaker 3

But I think I think what you missed with Warfar is knowing that you were part of the heritage of the Schwinn Paramount. I mean, I don't think Richard wants to say, yeah,

yeah, I'm paramount. But let's face it, that factory, you know, just always appealed to me because it built paramounts and like any person riding in the 80s, I lost. It for a paramount.

Speaker 2

Exactly, exactly. And that we know there are a lot of them still out there. Well, he has the provenance of all of them. He's trying to figure out what to do with them. Some of that stuff, so that I do know.

Speaker 3

Yeah, yeah.

Speaker 2

That so how? Are people finding you now? Of course we have social media and I'm sure you're you're doing something like that, but you used to sell to, to shops, which was, which was I. It's always a dicey thing I know about.

Speaker 3

Right, right, right.

Speaker 2

That, but what about? Now, what are you doing now?

Speaker 3

Now I I have a nice website georginaterry.com where I promote the bikes. I I do do social media on Instagram and Facebook. I don't do it personally because stuff like that just makes me crazy. I have a. A media person who writes all those really cool little things that are on Instagram. That takes care of that, but I think my reputation is really carrying me quite away because there are a lot of women who say to me, you know, I've known about you for years. I've always wanted to Terry Bike and I'm retiring now. I'm ready. I've got the money. Let's go. And certainly having Terry bicycles, it's still Terry. Bicycles. Burlington, my old company that is. That's free advertising for me because I'm the person behind that company and I don't think anybody's ever forgotten that. So everything they do is good for what I'm doing and vice versa I would say.

Speaker 2

Yeah, I agree. I agree. How's your client? Finding you your new client?

Speaker 3

You know, every client who comes to me always seems to say I've always known about you. It's always been in the back of my head.

Speaker 2

Isn't that interesting?

Speaker 3

And I and I've said to myself, you know, one day I want to get a Georgina Terry bicycle, you know, occasionally someone will see someone on a ride and women's ride or whatever or they'll watch my YouTube videos. I've got a bunch of videos on YouTube about how to design bikes, frame geometry and that that catches a lot of people's eyes as well.

Speaker 2

You know that tells me a lot about your client because women tend to remember things. True, not to disparage men, but men don't listen for.

Speaker

The most part?

Speaker 2

So you know, if you if you knew about you, then you'll remember about you now. And and I I really appreciate that. I really appreciate that. Let's take a short break and we'll be back to talk with Georgina Terry some more. You're listening to the outspoken cyclist. We are back on the outspoken cyclist. I'm Diane Jenks, and we're talking with women's bicycle frame designer Georgina Terry. What do you think? The future for the steel bike is.

Speaker 3

I think it's great. Yeah, but but where I see it's future being really good is in custom built. I mean when you just start going through the people say who were showing their bikes at the recent may show or somewhere like. That, gosh, the a lot of those spikes are made out of steel or titanium. So I don't think it's gonna die. It will die for sure with some of the big manufacturers, I think because there's probably a bigger profit margin in aluminum and even in carbon fiber. So you know, and to them, I think. Steel is just so old fashioned. They don't really want to be associated with steel knitting.

Speaker 2

Well, I know that. So my husband was on a a grand fondo with a brand new Waterford Tig from the and coming down one of. Those big mountains. Somebody goes look at that classic bike, meaning, look at that old classic bike and he's like, I just built this. Three weeks ago.

Speaker 3

Yeah, yeah.

Speaker 2

You know, so. That people have this vision of steel being an old material. What do you think would elevate it to something new now or something?

Speaker 3

Well, let me ask you, who has that vision? Is it all men or all women, or is it equal between the two? I think it I think it's a *** effect to some extent of somebody who's been a bicycling a long time and he knows all about it. And he says that if you're getting a new bike, it should be carbon fiber. It shouldn't be still. Uh, still is. Old fashioned but. I'm gonna run into that with women. I've never had a woman say to me. Can you do this in carbon fiber? I really don't want steel. I've had people say to me. When you do titanium. You know, but I I am not getting that vibe about steel at all. And you know, I think maybe certainly in the back of my mind is a rider. There's always the feeling that this baby, meaning this bike, the one underneath me right now, ain't gonna let me down. I can crash it and bend it as long as the wheels are turned, it's going to get me home.

Speaker 2

That is so true. People don't realize how reliable. The material it is it is that that's a really good point. Who's paint is? Aren't he painting your frames too? Or you said how?

Speaker 3

Yeah, yeah, for sure.

Speaker 2

You're doing the whole thing for you. How?

Speaker 3

Yeah, that's a you know it. It's hard if they don't, because then you gotta find a painter and the bear frames gotta be. Shipped to the painter. Too much Mickey Mouse.

Speaker 2

So they're building to your design.

Speaker 3

Ohh yeah, every bike I build is a custom. Bike to go on.

Speaker 2

Well, that was going to. Be my next question, it's all. One off.

Speaker 3

Yeah, totally one off because everybody's a little bit different. You know, I mean, maybe they're only different by 5 millimeters, but they're still different.

Speaker

Right, right, right, right, right.

Speaker 3

What the heck?

Speaker 2

Well, exactly. And if that's what you're, that's what you're buying. Is that like? It's like buying a custom suit. It only fits. You. So that brings up something that's come up for us recently and I'm not sure how to how to deal with it and that is. Today's bike, that custom bike. What happens? And we've had this happen when somebody passes away. OK. You that bike doesn't really work for anybody else.

Speaker 3

Well, it might with some changes you know.

Speaker 2

Yeah, it might.

Speaker 3

Because it depends on how close the person who's getting it is to the person who's leaving it.

Speaker 2

But but that takes a very studied eye that takes somebody who understands how that works. I'm a fitter, you're a fitter. My husband's a designer. You're a designer. You know. If a will fit, B&B will fit C.

Speaker 3

Right, exactly. And and I think a part of that is is having a really good fitter to discuss things. With you know how much fitting has changed since we got into the business. I mean, it used to be like 3 or 4 rules. You passed those rules the bike.

Speaker 2

Oh yeah.

Speaker

Oh yeah.

Speaker 3

Fit and and now you need a PhD to fit a bike. Almost so.

Speaker 2

Or you need 30 or 40 years of experience.

Speaker 3

Yeah, exactly.

Speaker

So you.

Speaker 2

Fit thousands of bikes. It's a whole different thing, or 100 bikes.

Speaker 3

Right. When I sell a bike included in the price of that bike is a professional fitting. I mean, I'll ask for some basic information and get a gist of what's going on, but I I am not the one to do that fitting. I have a list of of some great fitters across the. Country I work. With and that comes back in spades, you know. You pay a fortune for. Those fittings but wow does it. Save you a lot of hassle. In the long run.

Speaker 2

Well, on both ends, both the clients actually was the designer, sure.

Speaker 3

Yeah, exactly.

Speaker 2

I was on a ride in Israel and my husband and I were on the ride in Israel and then the next time I went, one of those riders who lives in Israel wanted to have a bike built and he had a leg, one leg that didn't exist. And needed. He was a really good cyclist and so I had to do all these measurements while I was there and. I'm and then Brian and I happened to meet up with him in New York and then we were able to actually design that bike and ship it to Israel. So.

Speaker 3

Isn't that cool?

Speaker 2

It is very good. You know, it makes you feel really, really good when somebody comes back to you. And I know you hear this all. The time this is the coolest mic. I've ever ridden this is the best bike I've ever. Ridden what would be better?

Speaker 3

Yeah, yeah, that's what it's all about.

Speaker 2

It is so. How many models? I know that's kind of a weird question because it may not be that you do models, but how many models, how many types of? Bikes are you building these days?

Speaker 3

I only build one actually I used to have about three or four different models. You know, one was more of a touring bike, one was more of this or that. And then I just collapsed them all into one bike that I called Gale force. And you know, I don't, I don't do off road or mountain or anything like that. So. So Gale force can be really anything. Do you want a touring bike? Do you want an adventure bike do. You want a gravel bike, she. Covers a lot of bases.

Speaker 2

And what size tire are you looking at widthwise?

Speaker 3

It it it depends on the bike so range these days. For most riders, 28 usually at the at the thinnest up to A50.

Speaker 2

OK. So here comes my perennial question. I ask it to every builder I know and every every custom designer I know. What do you think about disc brakes on road bikes?

Speaker 3

I think it's a personal preference to tell you. The truth I think a lot of it depends on what kind of. Writing you do. I mean, if you like, I do a lot of riding every year. I ride about 6000 miles, but I'll ride in rain. And as far as terrain goes these days, I'm not into really steep downhills and that kind. Of thing. So I'm totally comfortable with the caliper brake. I don't I there's there's a lot of overhead that goes with disc that I don't want to mess with personally. The flip side of that is that disc has really gotten the reputation of being really, really sad. Life it works in wet weather and dry weather. The feeling of it is really, really nice. And it can handle a ton of different situations. And so I think if a writer. Feels more comfortable with that. Then I'm perfectly happy and I gotta tell you, 90% of the bikes I'm. Doing now are disc.

Speaker 2

Yeah, I mean, you have almost no choice. In in calipers #1 you're limited calipers. I mean you you have Paul and you have maybe a couple others but then you have to overbuild your forks. You have to overbuild your front end, you have to do some things to.

Speaker 3

Yeah, yeah. Right.

Speaker 2

Make it work.

Speaker 3

Right, right.

Speaker 2

So are you compromising anything by doing that?

Speaker 3

By by doing offering disk or not offering disk.

Speaker 2

By offering this.

Speaker 3

I don't feel that we're really compromising anything. Most of the time, if I'm most of my bikes, I think, as I said, use carbon fiber forks and so they're fairly light to begin with and what's going on in the rear end really isn't all that different, but the hassle of it is.

Speaker

You you think?

Speaker 3

There a lot of choices. You know what is the dropout going to look like? What is the trailer hanger going to look like? What are shram specs? What are Shimano specs? Are we doing flat mount? Are we doing post mount? Man, I spend more time fiddling around with that. Than I do with anything. Else, I mean it's just.

Speaker 2

And then bleeding hydraulic brakes.

Speaker 3

Yeah, you know exactly. And and talking, my dealers go on. My God, I have to turn this GRX bike upside down to. Bleed the brakes and it's wait, wait. It's not a a friendly thing for the consumer. The other thing I like about calipers, they're so easy to work on. I know exactly what's wrong, what works, all that stuff, but a lot of women.

Speaker 2

Right, right.

Speaker 3

Just don't want to mess with it. So fine, that's good too.

Speaker 2

And then you have, through axles.

Speaker 3

Which are not.

Speaker 2

See, I did get you on that one. Good. I feel the same way it's. Sort of like you know, you defeat the whole purpose of the simplicity of the bike with quick release wheels and lightweight and calipers and rim brakes. And really.

Speaker 3

Yeah. Yeah. The other thing too is, you know, remember 9 speed when you could interchange between road and mountain groups and everything talk to each other and it was.

Speaker

I think.

Speaker 3

A wonderful world. And you could get incredible gearing too. You can make choices like you know you want a 22 inch gear. No problem. We can do that.

Speaker

Right.

Speaker 3

You can't do that anymore and as it's moved up from 10:50 to 12:00. Camping now with 13.

Speaker 2

Yeah, and now it's one by and it's 42 tooth cassettes. And it's like, really.

Speaker 3

Yeah. Motto just came out with a ten 5112 speed.

Speaker 2

It's crazy.

Speaker 3

In their GRX group.

Speaker 2

Did you know that Shimano also said they're bringing back A105 mechanical group? Really. In 12 speed today they announced it.

Speaker 3

Yeah. Today was when they announced their GRX mechanical and with an interesting quote from Shimano saying we think all more of our customers want to go mechanical than electronic. Meanwhile, SRAM on the other hand just get this mechanical stuff out of here. We're totally electronic.

Speaker 2

And you know, that just means one more thing. Ohh I gotta check the charge on my on my battery. Really. I just want to pump up my tires and. Get on my bike. Stop.

Speaker 3

That's right. You know, the only thing I want to say, I'd like to know how fast I'm going and what time is it and how far am I gone? That's it. Right, right, right, right.

Speaker 2

I don't even need that GPS stuff, so if somebody calls you up or goes gets on your site and says Georgina, I want you to build me a bike, how long are they gonna?

Speaker 3

They are going to wait right now since I've been with R&E and since components are much more readily available, actually we're looking at about two months.

Speaker 2

That's so bad.

Speaker 3

Which isn't at all our and he is building really, really fast. And I think that may even come down as we get to know each other a little bit more. Right now the two of us are just treading lightly. You know, it's like the first dance kind.

Speaker 2

Yeah, yeah.

Speaker 3

Of thing.

Speaker 2

Yeah. Actually, I think we. Got the last Bushnell out of R&E?

Speaker 3

Oh, did you really?

Speaker 2

Yeah, we did. I'm pretty sure that our frame was the last one. So yeah, and just love this bike. It's awesome. And then we sent it to Blinky for couplers last year.

Speaker 3

Oh yeah. Yep, Yep.

Speaker 2

Why? You know, we started. We were gonna do it to begin with, and then we didn't because we wanted.

Speaker 3

Perfect.

Speaker 2

It sooner, I don't know. I don't remember. I just know that I love. The bike well, So what do? You think the future? Is for people like you and me. As we begin to look at the word retirement, what's gonna happen? Are you gonna retire?

Speaker 3

Heck no.

Speaker 2

Me neither. Here I am doing this podcast.

Speaker 3

What you I feel like as long as I'm healthy and I'm happy doing this, I I love doing it because every single bike is different. They're never the same and the same. It goes for the customer as well. And I get to work with new shops, meet new dealers. Find new fitters around the country. It's it's really terrific. I love it. I wouldn't want to. Do anything else? How many?

Speaker 2

Dealers, do you have?

Speaker 3

I don't when I say dealers, I mean dealers that customers go to, not ones that carry my bikes. But I would say probably over maybe 120 or so over the over the history of the company and the number of bikes that I've sold. You know, some have been repeat because of the metropolitan areas they're in, so it just. Makes more sense.

Speaker 2

Right. Sure. That's great.

Speaker 3

But it's, it's just, it's nice too to be able to call a dealer. I've never worked with and say hi, this is Georgina Terry and immediately I'm able to talk to them. It's not like, OK, who are you? What are? You doing? What are we talking about here?

Speaker 2

As I said right at the beginning, iconic, you know, people do know you. You are. You are the doyen of our of our business. When it comes to. And I would think. That other women who are looking to get into the custom builders with business building business would look to you has that happen?

Speaker 3

Actually not in a big way. It's happened with a few smaller builders, but you know, I'm my phones not ringing every day from other women who want to speak to me. So that doesn't really I've I've never thought about that until you mentioned it. I wonder why that's happening.

Speaker

Well, it's just.

Speaker 2

A thought that if you look at the list of, if we were to say there was such a list and I think there is somebody was doing a research study on custom frame builders. When you look at the number of women, of course it's extremely small. You know we present like .0. Whatever, but I'm wondering. Are you doing any teaching? If somebody were to come to you and say, hey Georgina, I want to know what you know, can you teach me? I have this either engineering bent or engineering background or whatever.

Speaker 3

Yeah, I would certainly be happy to do that. I haven't had anyone approach me about that. If somebody may be interested in more in frame geometry, one of the things that's happening on the building side is you're more and more likely to see a TIG bike than a lug bike. And I have no experience with TIG. What's? Whatever you know, well, I never got into it when I started because frankly, I tig is OK, but but nothing's quite like the look of a really nice lugged frame and I think lugged frames have kind of gone by the

wayside, but tig is. And and I'll tell you the other thing too is with geometry kind of getting really crazy with the sloping top tubes and things like that. These angles are changing. And so now, where you going to find a lug in a whatever degree angle, but take it doesn't matter. You just miter the thing and. Take it. Wait.

Speaker 2

Right. So are you designing for?

Speaker 3

I don't design for tickets. It doesn't matter what I'm designing for, it can work with lugs or TIG. It's something the angles are right, but every builder, I mean Waterford, Waterford would do long, but really really expensive and I'm sure R&E would do the same. So everything is basically take and since the world is used to looking at tick now, it doesn't look. Like a bargain basement bike like it did to me in the 80s.

Speaker 2

Right, right. You know, we would look at that and it was like ohh, we just put two pipes together and well, right. No, I totally remember. I do remember I do well.

Speaker 3

It's like the Kmart special.

Speaker 2

All right, last thing I want to talk about is the future of bicycles as they relate to climate. Have you thought about that at all?

Speaker 3

I haven't thought about a lot because to me it's pretty straightforward. The more people we can get on bikes and out of cars, the better off we are. And I also think because I I've, I've noticed this in myself that I wasn't a really avid environmentalist until I started bicycling. And once I started writing then I became really aware of things like flora and fauna and birds and weather and all of that, which kind of led me naturally into thinking more about the environment. It's so I think it has, you know, it plays both ways. And the other thing. Is, I think. When you really get into bicycling, if you want to use it for commuting. You begin to realize. How much more your community could be doing that it's not doing? And you just become, I think politically more active about that kind of thing.

Speaker

Right.

Speaker 2

Well, you know what? It's been wonderful to catch up with you and we will put the website information up on our outspoken cyclist.

Speaker 3

And then we'll promote it on our social media for sure.

Speaker 2

Right. That's great. Well, Georgina, it's great to talk with you. We go to New York all the time, but we never take 90 we take 86. Our relatives are like on that part. Of the southern.

Speaker 3

Yeah, yeah, well, if. You're ever on 90. Let me know.

Speaker 2

I will thank you so much for taking time to talk with me.

Speaker 3

Thanks. It was great to talk to you. Again, Diane, take care.

Speaker 2

Alright, you too. Bye bye. My thanks to Georgina for taking time to catch up with me. It was so much fun For more information about Terry custom bicycles and Georgina herself log on to georginaterry.com. Next time on the outspoken cyclist, you'll meet Veronica Davis, another woman pioneer. This time in the field of urban planning. Her book Inclusive transportation is subtitled A manifesto for repairing divided communities. I hope you'll TuneIn. Remember you can find links, photos, and a transcript of the show at outspokencyclist.com. Follow us on Instagram and Facebook, and subscribe to the podcast on your favorite app so you never miss an episode. Thank you so much for listening as the world continues to struggle with so many problems. On so many fronts, I hope you will find time to get out on your bike and let the fresh air help clear your mind, stay well and stay safe. Bye bye.

Speaker 1

Thanks for joining us today on the outspoken cyclist with Diane Jenks. We welcome your thoughts and contributions on our Facebook page or visit outspokencyclist.com to leave a comment on any episode. We'll be back next week. New guests, topics, conversations and news in the world of cycling. Subscribe to the show and your favorite podcast app, and you'll never miss an episode. The outspoken cyclist is a copyrighted production of DBL promotions with the assistance of WJC U FM Cleveland, a service of John Carroll University. Thanks again for listening. Ride safely, and we'll see you next week.