

Editorial

Hats Off to BPSA for Stepping Up When the Chips Are Down

If ever there was a time to stand up and thank the Bicycle Product Suppliers Association, that time is now. The BPSA is proving its value to those who take a short-sighted view of its historic role—keeping an eye on what government could do to your business.

And what the Consumer Product Safety Commission could do is shut down the sale of bicycles after Feb. 10 if we fail to meet the most stringent lead standards ever imposed upon consumer products.

Without putting too fine a point on it, Shraeder valves, spoke nipples, cable ends and other parts machined from

brass and plated with nickel contain lead. And retailers can't sell bikes with those parts unless we strike a deal with the CPSC.

Thank a dysfunctional Congress for last summer's hastily written legislation to head off consumer outrage over repeated recalls of lead-tainted toys and jewelry from China. And thank a lame duck President for signing this turkey into law.

Shutting down the bicycle industry is, of course, a worst-case scenario. But thanks to the BPSA's work with CPSC staffers and efforts by Bob Burns, Trek's in-house counsel, plus Trek's generos-

ity in paying for additional legal help, that scenario is unlikely.

And retailers: Don't think this is a supplier issue. Without bikes to sell, you could close up shop and play Pinochle with your unpaid staff.

Unfortunately, BPSA's 85 members comprise a short list of companies helping foot the bill for this costly exchange with the CPSC. These are the same companies and BPSA board members who have stymied legislative efforts in New Jersey to impose punitive restrictions on quick releases. And it's the same board that handled California's Prop. 65 lead standards issue.

BPSA dues are modest; their work seldom makes headlines. But when issues directly impact our business, the BPSA steps up. So let us offer a tip of the quill to the selfless efforts of those who are diligently working to head off this potential industry-wide disaster.

They are SRAM's John Nedeau and BPSA president; QBP's in-house counsel, Matt Moore; Fuji's Pat Cunnane; Cannondale's David Campbell; Raleigh's Bill Karl; Bob Silvas from Pacific; Al Mitchell from Specialized; and Dave Duff from Huffy. And special thanks to Trek's John Burke for his financial commitment to this effort.