

SPROCKET MAN



Louis Breton

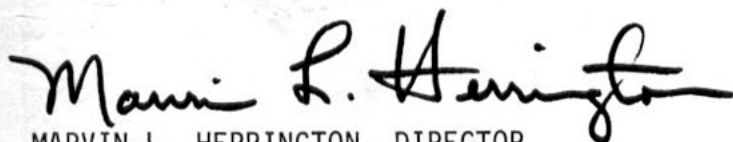
Dear Bicyclist:

I would like to take this opportunity to welcome you as a bicyclist to the Stanford University Campus. More and more Stanford students are finding the bicycle to be a popular method of transportation on our campus.

Unfortunately, with the increase of bicycles on the campus roadways, there has been an increase in both bicycle injuries and thefts. In many cases, both problems could have been avoided if simple bicycle safety and security rules had been followed.

It is the intention of this booklet to provide an amusing and informative collection of drawings, facts and tips regarding the operation of your bicycle.

Happy biking!



MARVIN L. HERRINGTON, DIRECTOR
STANFORD DEPARTMENT OF PUBLIC SAFETY

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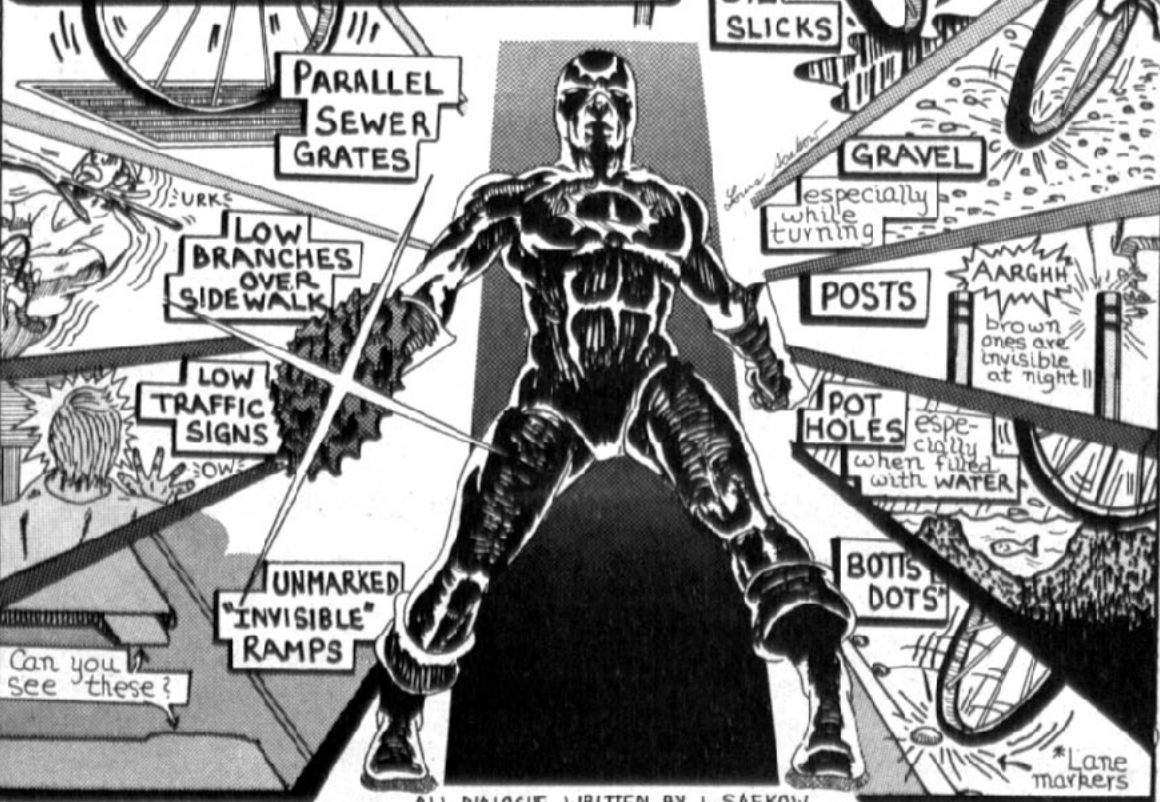
The sheer **NUMBER** of bikes in use around Stanford alone gives evidence to the fact that the days when bikes were merely **TOYS** for kids are **BYGONE**... and that the **ANARCHY** which rules the cyclist can be afforded **NO LONGER**...

So here are a few tips on basic **SURVIVAL** skills, good locking systems, and **SAFE** riding etiquette.



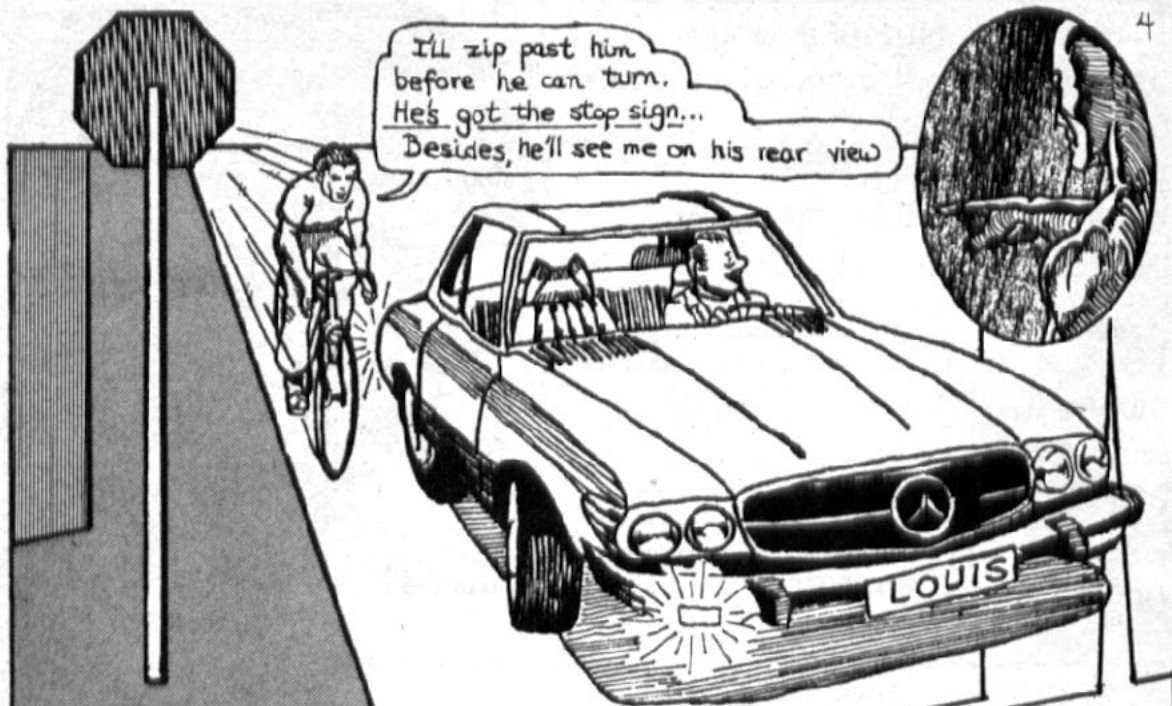
To start off, here are some **HAZARDS** that you should be especially aware of...

They are, by no means, the only dangers that the bicyclist has to face. Plenty more will confront you as you turn these pages. And as you do so, keep them in mind, because you WILL face them quite often.... Oh, should you encounter a particularly hazardous situation, write the **OFFICE OF RISK MANAGEMENT, STANFORD**, & tell'em about it.



Can you see these?

I'll zip past him before he can turn. He's got the stop sign... Besides, he'll see me on his rear view



HE'S WRONG ON BOTH COUNTS....

First, all traffic signs - especially STOP signs - apply to the bicyclist. Your status, according to the California Vehicle Code is as follows: EVERY PERSON RIDING A BICYCLE UPON A ROADWAY HAS ALL THE RIGHTS AND IS SUBJECT TO ALL THE DUTIES APPLICABLE TO THE DRIVER OF A VEHICLE.

Too many ACCIDENTS are caused by reckless bicyclists who totally disregard the all-important STOP signs.

Second, right-turning cars will not see you be-

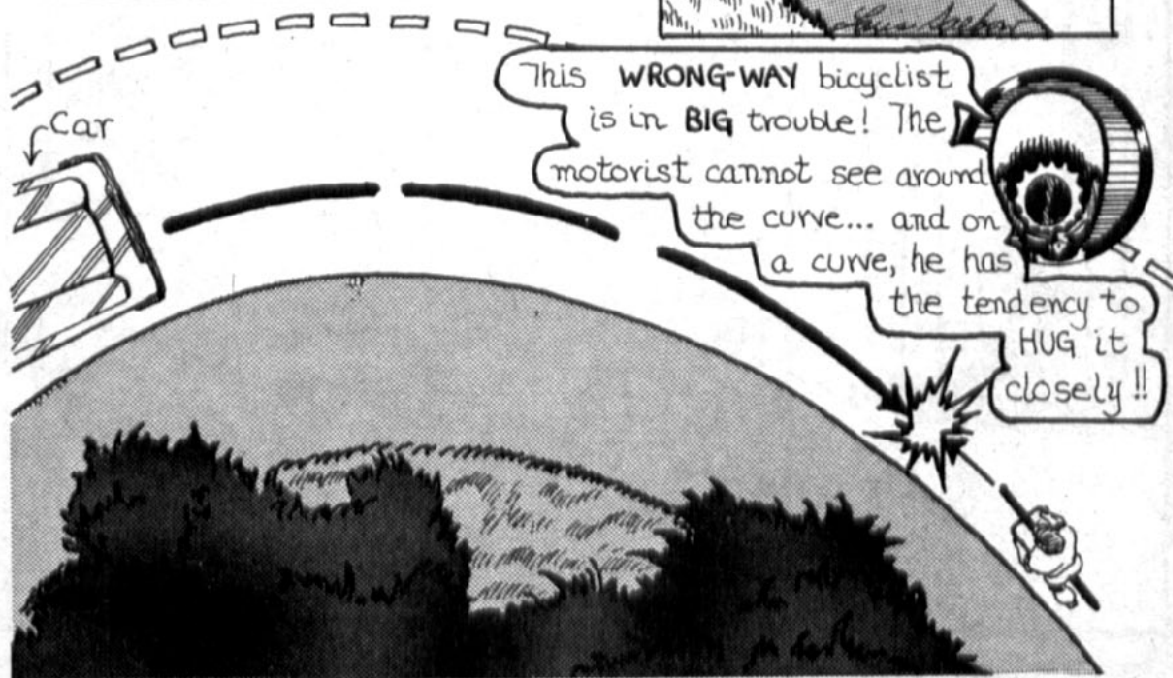
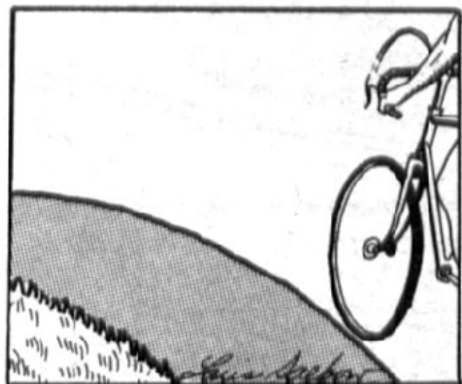
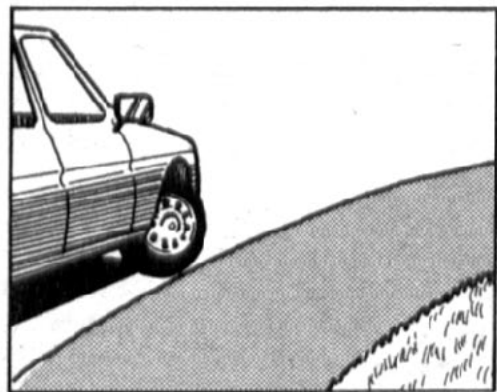
cause, when you're on their RIGHT, you are in an UNEXPECTED POSITION!!!

YIPE!!

He didn't see me!

Boy o' Boy, what a dream of a car!





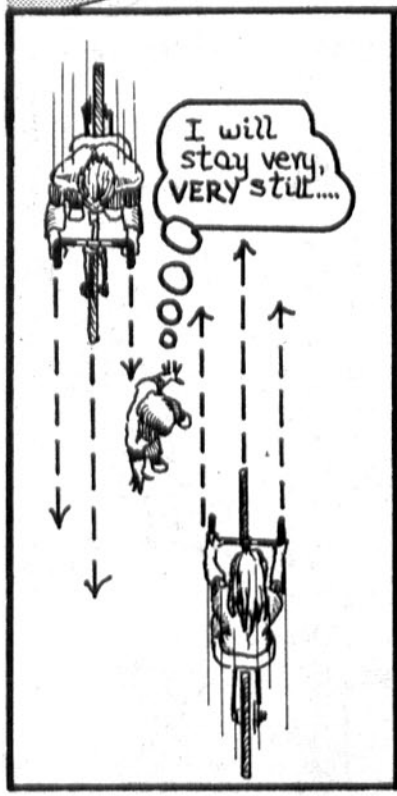


WATCH OUT FOR THE PEDESTRIAN!

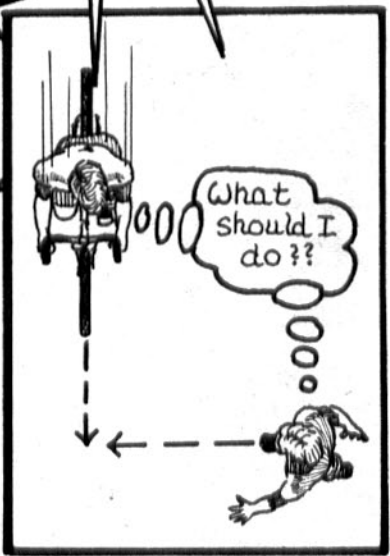
Remember: PEDS HAVE THE RIGHT OF WAY.

Today... the pedestrian. Tomorrow.... the world!

Play the GOLDEN RULE bit.... After all, no matter how much you like to ride a bike, you've got to walk **some-time**. Besides, the ped you hit may be the **vengeful** type.... with the memory of an elephant.



Two specific instances where the ped should not exercise his right of of way.... To your left... the gentleman in the middle has the right idea. It's much easier for the ped to FREEZE than the bicyclists.



The answer to the question posed above is:

The ped should let the bicyclist go straight thru while he either stops or maneuvers around the bike. Oh... a quickie suggestion to the ped: leave the sidewalk ramps to the bike.



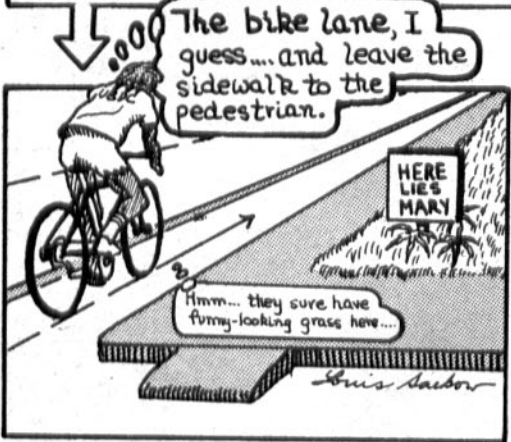
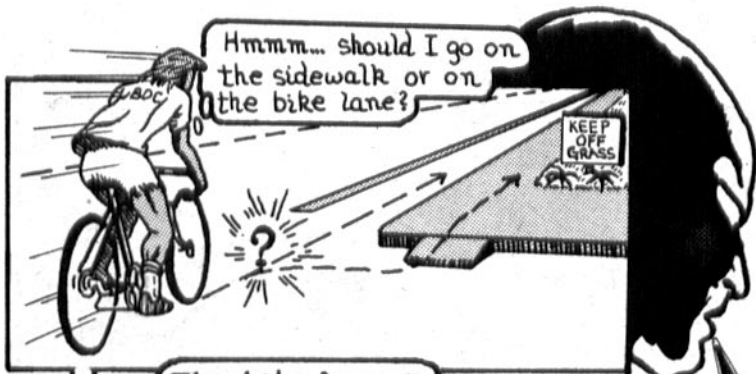
PASS A PEDESTRIAN ON

HIS
LEFT...

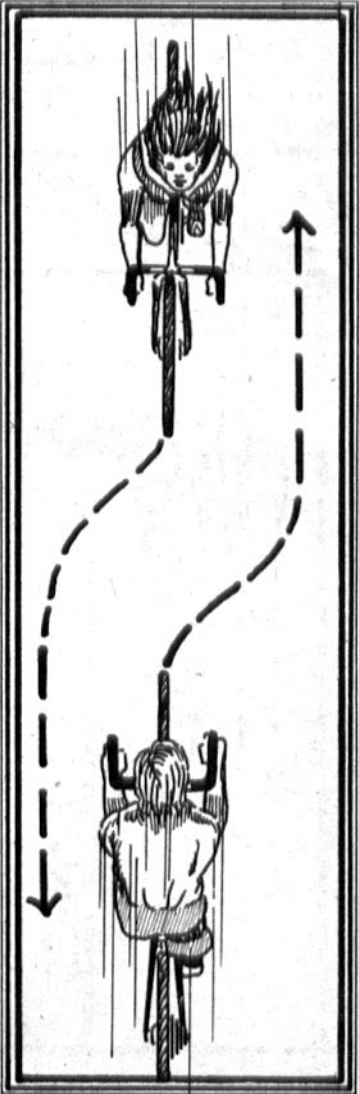
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N
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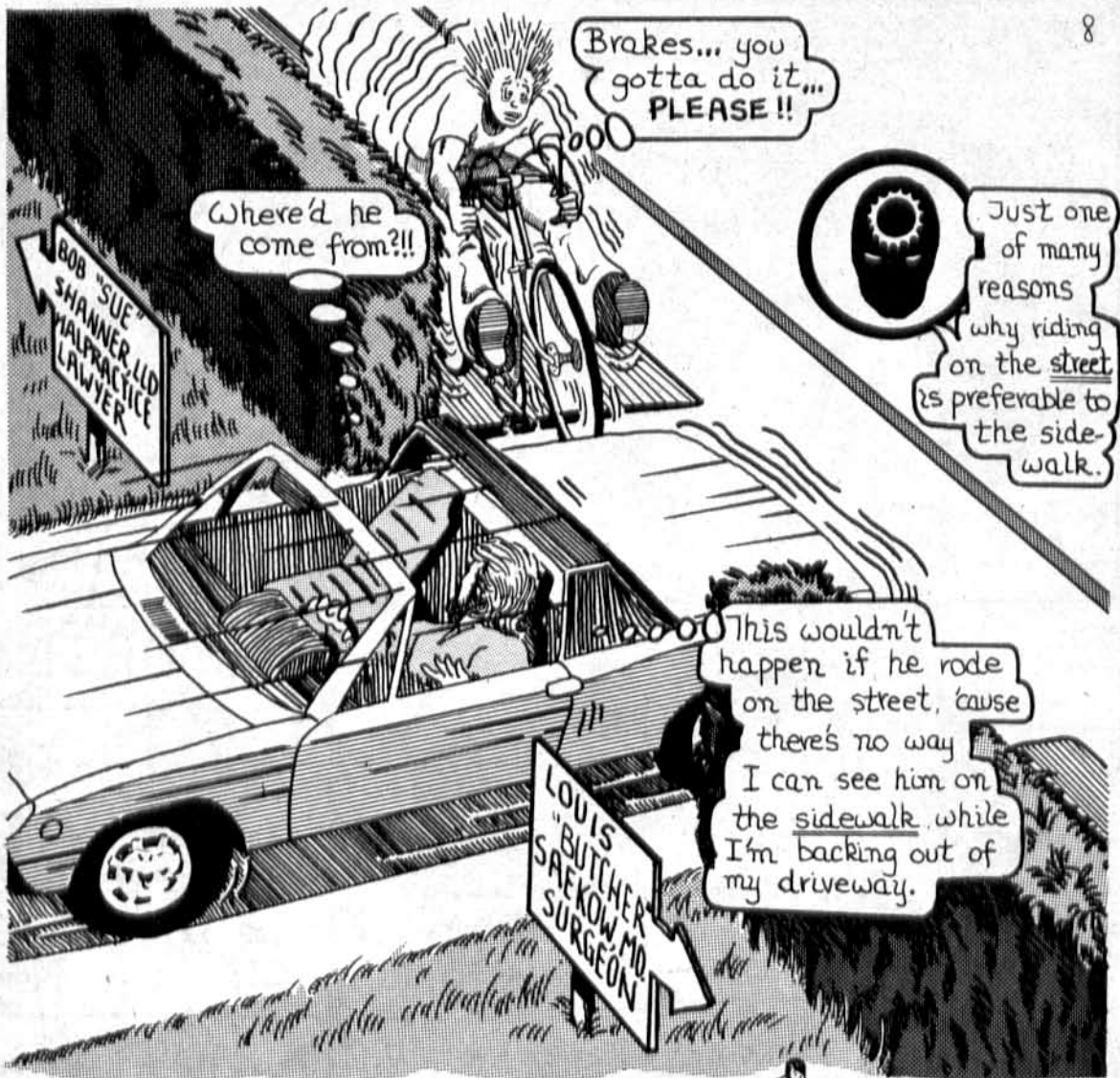
SAY IT!



The **BIGGIE**:
When coming
head-on towards
a bike... or a
pedestrian... go
to your **RIGHT!**



ALWAYS USE THE BIKE LANE IN PREFERENCE OVER THE SIDEWALK.
Not only will you avoid bicyclist-pedestrian conflicts, but you'll be where you should be... on the bike lane.



Brakes... you gotta do it... PLEASE!!

Where'd he come from?!!



Just one of many reasons why riding on the street is preferable to the sidewalk.

This wouldn't happen if he rode on the street, 'cause there's no way I can see him on the sidewalk while I'm backing out of my driveway.

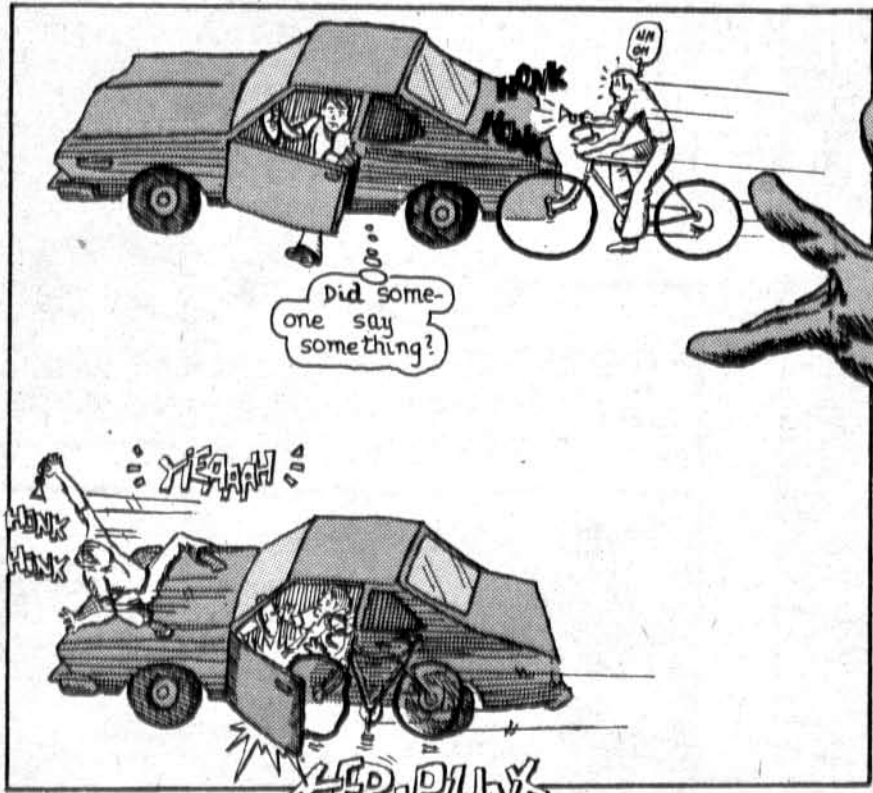
LOUIS 'BUTCHER' SAEKOW MD SURGEON

Cars coming out of a driveway will almost always stop at the end of the sidewalk so that the driver can see oncoming cars... and bicycles.

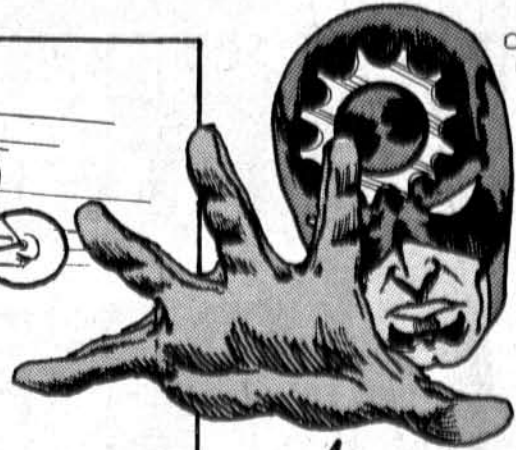
Riding on the street, rather than the sidewalk, is generally **SAFER** because you are then in a position where all other traffic'll be. Hence, you become predictable to the motorist.



Hmm... There's a bike coming behind me.



Did some-
one say
something?



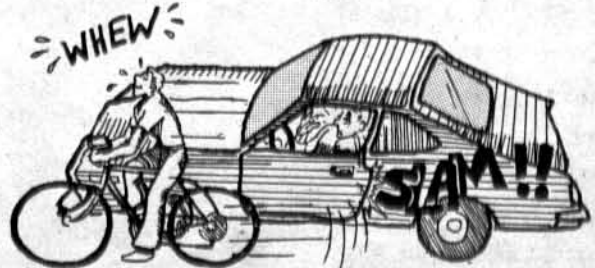
WATCH OUT
FOR OPEN-
ING CAR
DOORS!!



DON'T WASTE YOUR TIME FIDDLING A HORN OR BELL. GO FOR YOUR BRAKES AND.... **SCREAM!!!** MOVE LEFT BUT... DON'T SWING INTO TRAFFIC!!

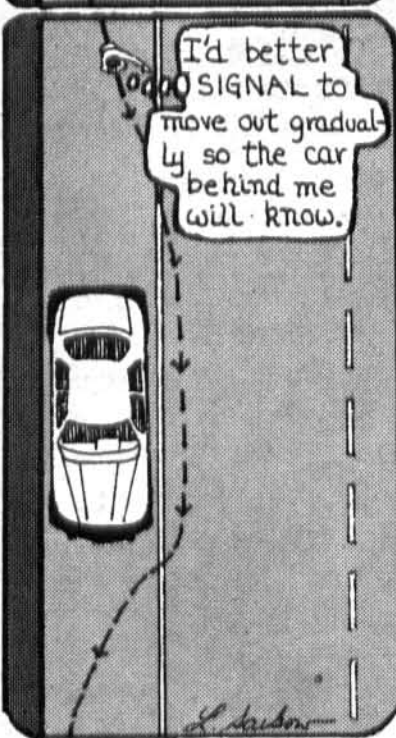
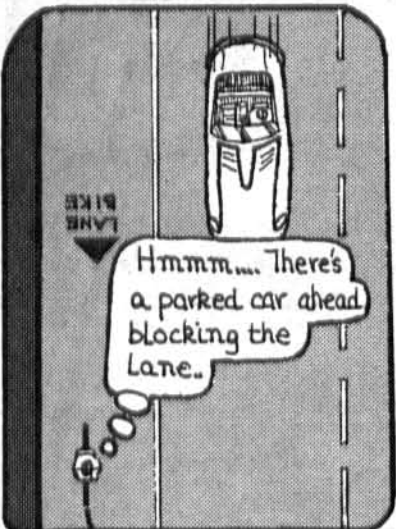


Therefore... DON'T RIDE TOO CLOSE TO PARKED CARS.....
-KEEP AN EYE OUT FOR DRIVER'S HEAD AS YOU APPROACH.....
-WATCH OUT FOR DOUBLE-PARKING CARS 'CAUSE PASSENGERS MAY JUMP OUT ON YOUR LEFT.



E. Striber

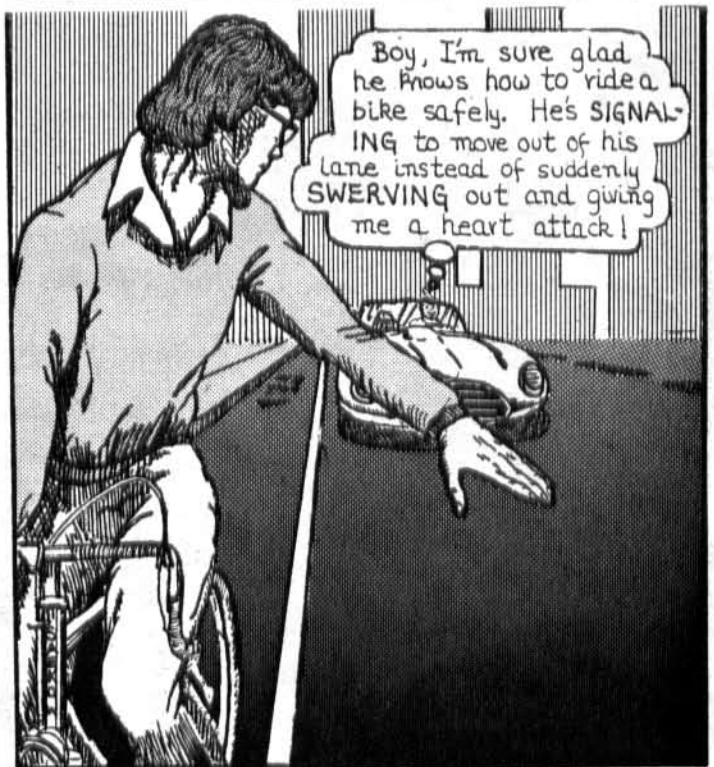
THINK AHEAD..



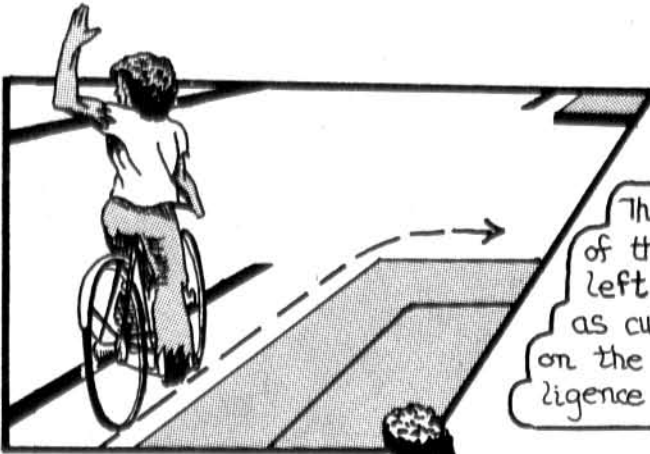
...SIGNAL...



THE KEY CONCEPT TO SAFE BICYCLING - **BE PREDICTABLE** - AND SIGNAL YOUR MOVES!! COMMUNICATE.

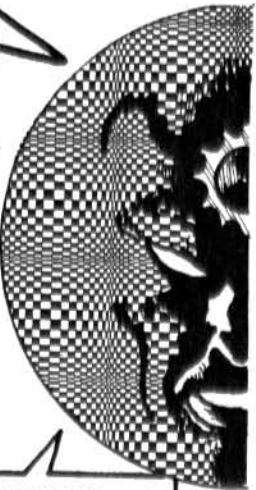


...LOOK, ESTABLISH EYE CONTACT, THEN MOVE **GRADUALLY** INTO TRAFFIC TO PASS THE PARKED CAR.

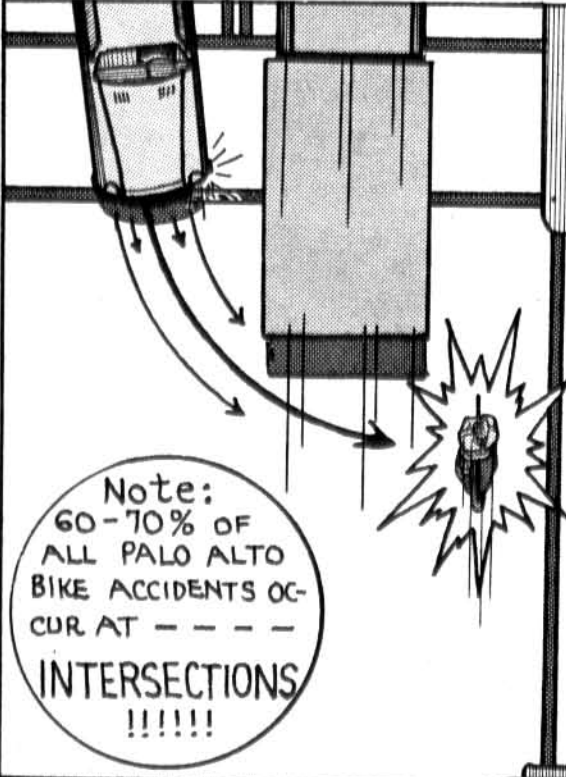


SIGNAL AT TURNS!

The self-evidence of the pictures to the left is presumed... as current theories on the Stanford intelligence dictates.



BICYCLISTS... MAKE YOUR TURNS AS A VEHICLE WOULD --- FROM THE PROPER LANE! Again, you will be safer because you are behaving in **ACCORD** with the rest of the traffic....



One point to remember when going straight thru an intersection... **NEVER** follow a truck or big car closely 'cause you'll then be hidden from view to a vehicle making a left turn from the opposite direction.

And if there's no car behind you to prevent **him** from turning, you are...in all likelihood...going to **get it !!**

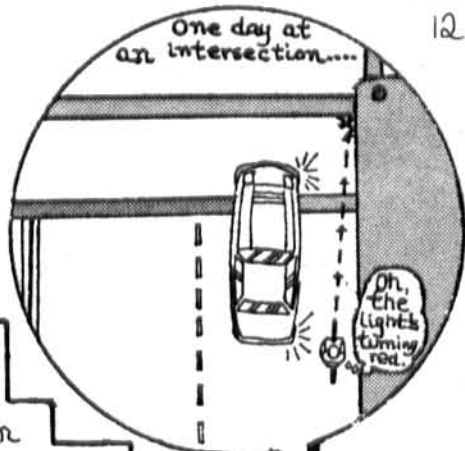
Note:
60-70% OF ALL PALO ALTO BIKE ACCIDENTS OCCUR AT --- INTERSECTIONS
!!!!!!

Remember, the motorist will cut quite closely behind the truck.





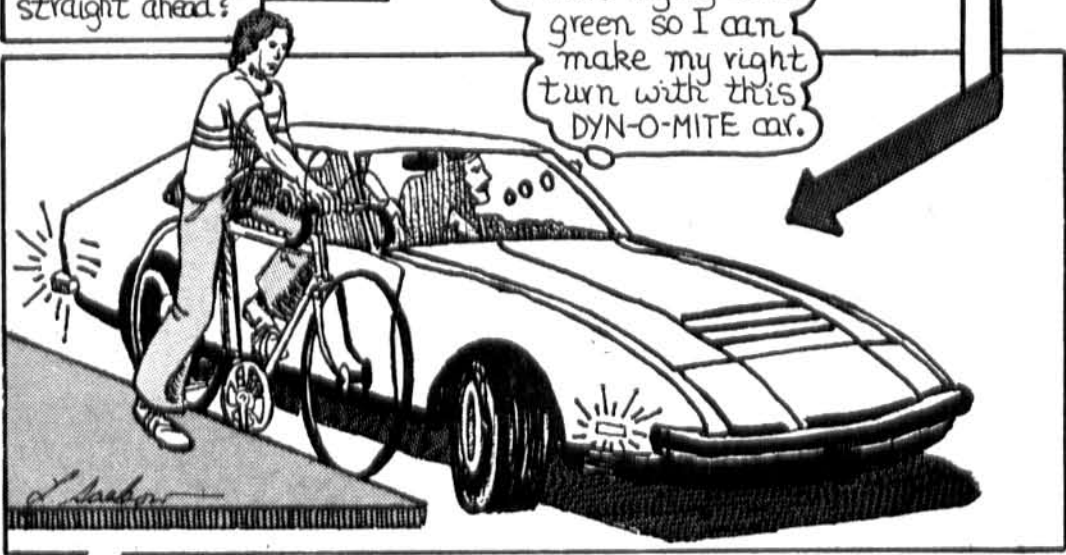
The situation below should **CONVINCINGLY** illustrate the **FOUL** of going all the way to the curb when stopping at an intersec-



tion. Tempting as the notion may be to put your foot down on the curb, you will be putting yourself in an **UNPREDICTABLE** position. Right-turning cars can easily not see you since they are looking the **OTHER** way for oncoming traffic.

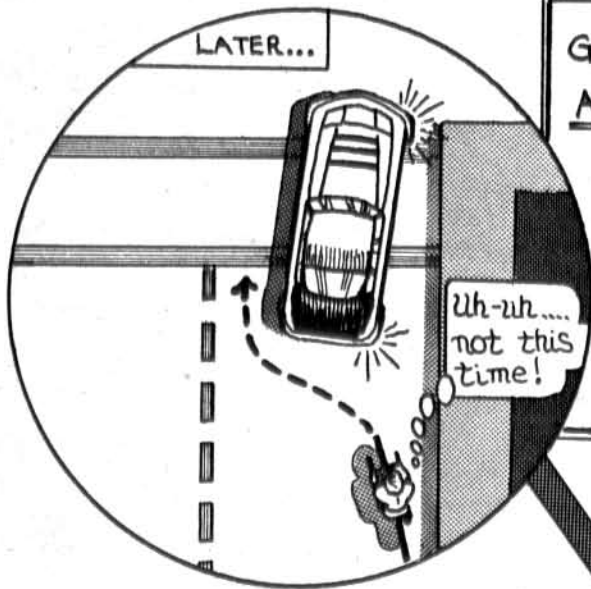
Besides, why are you, the cyclist, in the **RIGHT-TURN** lane if you're going straight ahead?

C'mon light, turn green so I can make my right turn with this **DYN-O-MITE** car.



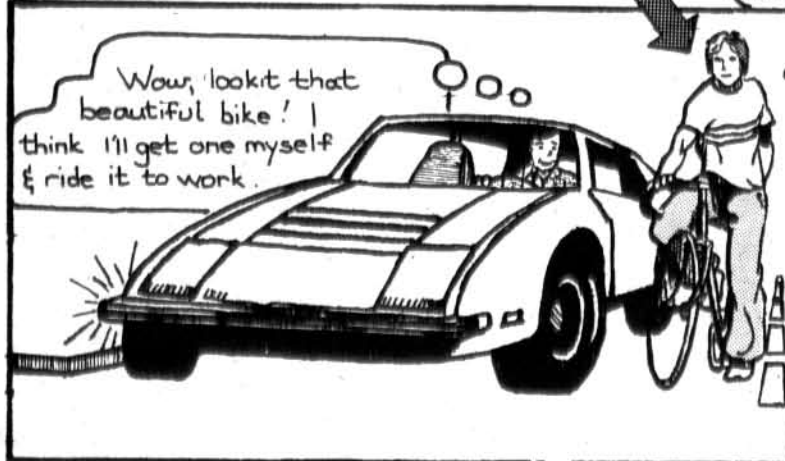
YEQWDS!! How come I always forget cars **CAN'T** see me when I'm on their **RIGHT**?

Ah.... here we **GO!!**

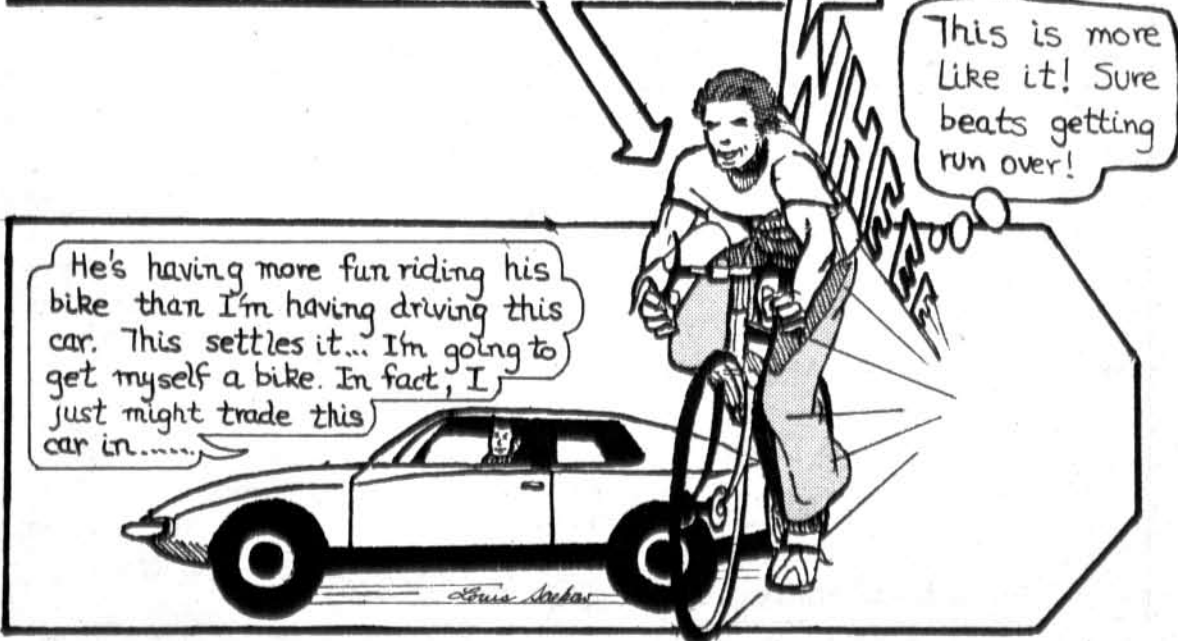


GOING STRAIGHT AHEAD?
Then wait to the LEFT of right-turning cars!

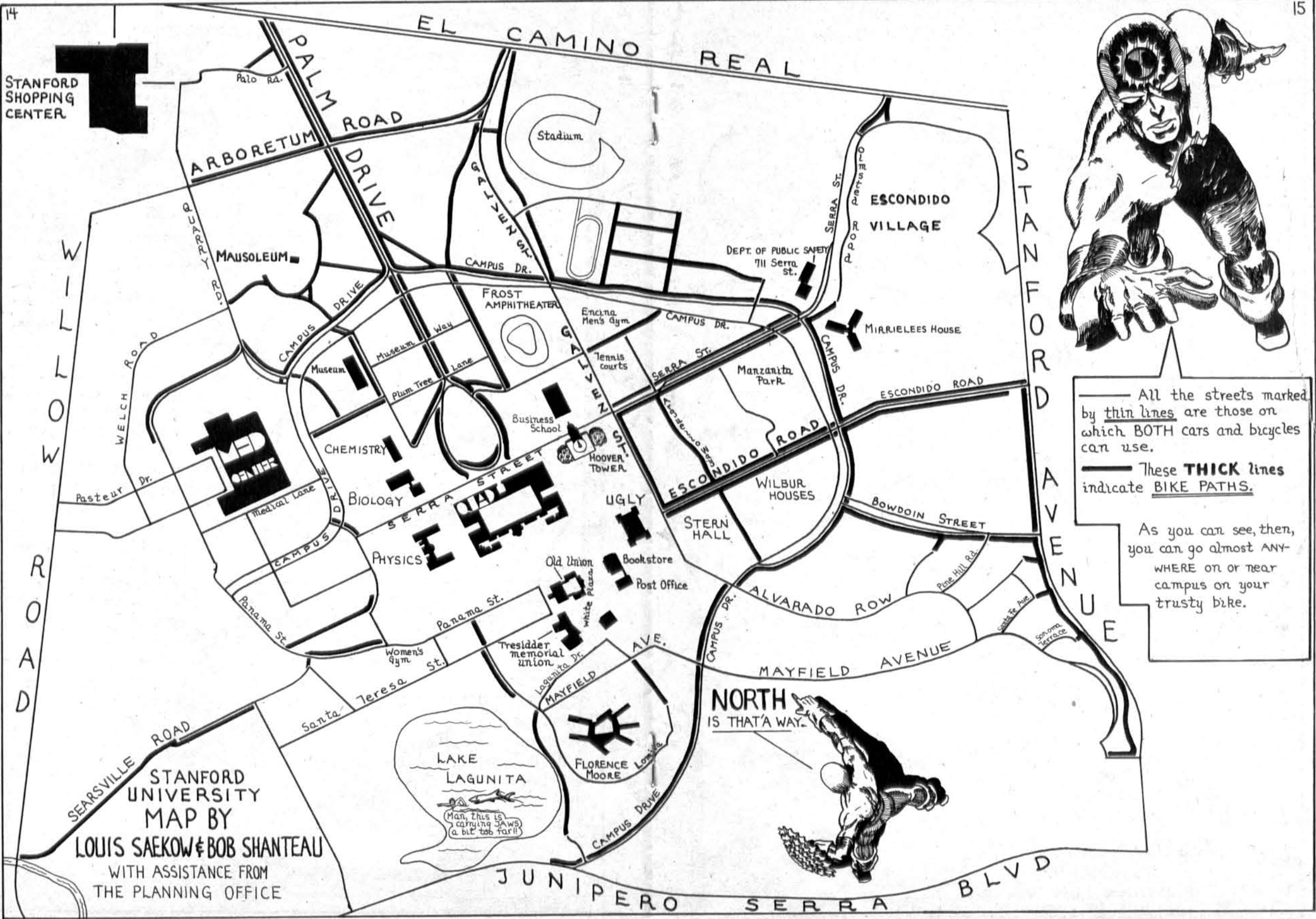
Ah, it is in these phenomena of edification through experience that the artist derives veritable remuneration for his travail.... Oh, you say the MCATS are OVER?!



This time, I'm not going to be a fool, I'll stop out here where cars can see me!



STANFORD SHOPPING CENTER



— All the streets marked by thin lines are those on which BOTH cars and bicycles can use.

— These **THICK** lines indicate BIKE PATHS.

As you can see, then, you can go almost ANYWHERE on or near campus on your trusty bike.

NORTH
IS THAT A WAY.



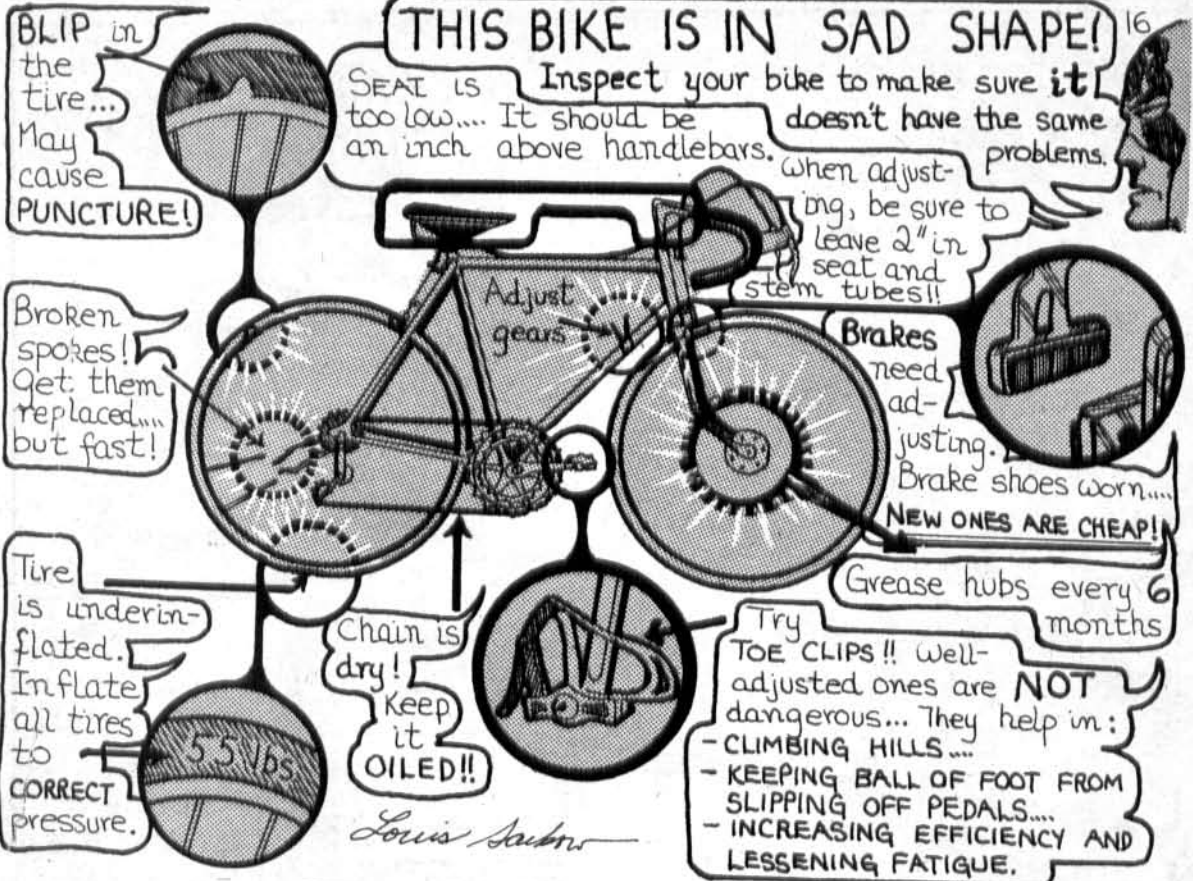
SEARVILLE ROAD
STANFORD UNIVERSITY
MAP BY
LOUIS SAEKOW & BOB SHANTEAU
WITH ASSISTANCE FROM
THE PLANNING OFFICE

LAKE LAGUNITA

Man, this is carrying JAWS (a bit too far!)

JUNIPERO SERRA BLVD

THIS BIKE IS IN SAD SHAPE!



CHECKING YOUR BICYCLE

WHEELS

Pick up bike by saddle and spin rear wheel forward
it should spin freely without

- 1) wobbling
- 2) hitting either brake block
- 3) slowing down super fast

Pull on rear brake lever to stop wheel
brake should have plenty of power to spare,
apply smoothly without jerking and hit rim
squarely

Release the lever
the brake should spring out immediately

Look at brake blocks
are they

- 1) worn, cracked or crumbly?
- 2) both an equal distance from the rim?

Push wheel back and forth toward one
brake block and then the other
the wheel will give, but there should be
no play

Look at the tread of the tire all around
there should be neither worn-through
patches nor bulges

Check inflation pressure

Pick up bike by handlebars and repeat for
front wheel

FRONT END

Stand in front of bike, hold wheel tightly
between knees

- try to twist handlebars
they shouldn't move
- try to pull handlebars up and down
they shouldn't move
- try to twist brake levers
they shouldn't move

Stand beside bike, lift frame near handlebars
front wheel should fall freely to the side

Try to roll bike forward and back with
front brake locked

- there should be no play where the fork
enters the frame
- Ends of handlebars protected?

FINISHING UP

- Try to twist or tilt saddle
it shouldn't move
- Wipe off reflectors; are they attached
securely?
- If rollers on chain are shiny or if side
plates are rusty
lubricate your chain!
- If when pedaling, you feel a clunk every time
around
stop immediately, get help

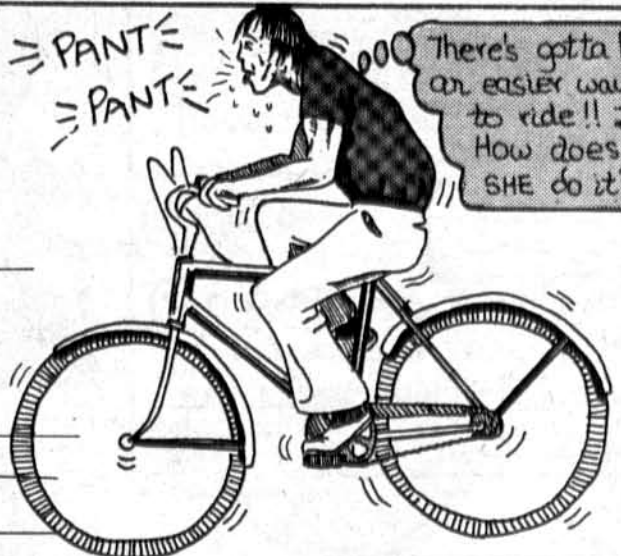
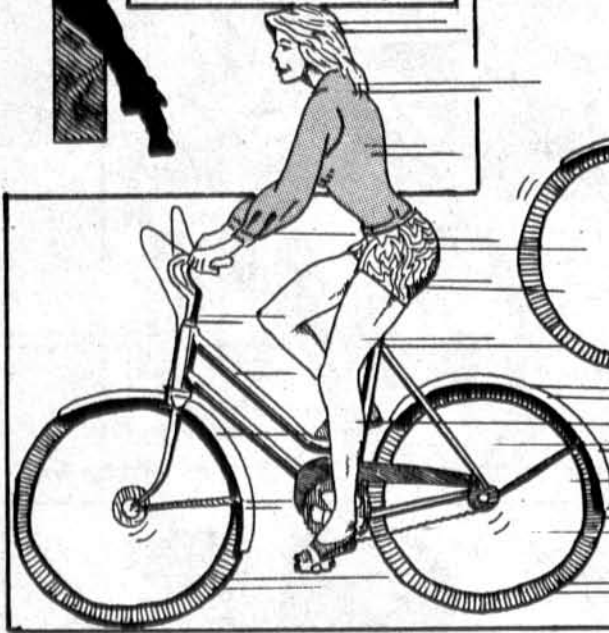
Take your bike to a bike shop at least once
a year for a tune-up and safety check.

USE FULL LEG EXTENSION!!

TRY WALKING LIKE THAT.... Low efficiency, eh?

≡ PANT ≡
≡ PANT ≡

There's gotta be an easier way to ride!! How does SHE do it?



Louis Weber

She's doing it the way it should be done!
LEGS WORK BEST AT FULL EXTENSION!!

Note, however, the **SLIGHT KNEE BEND!!**

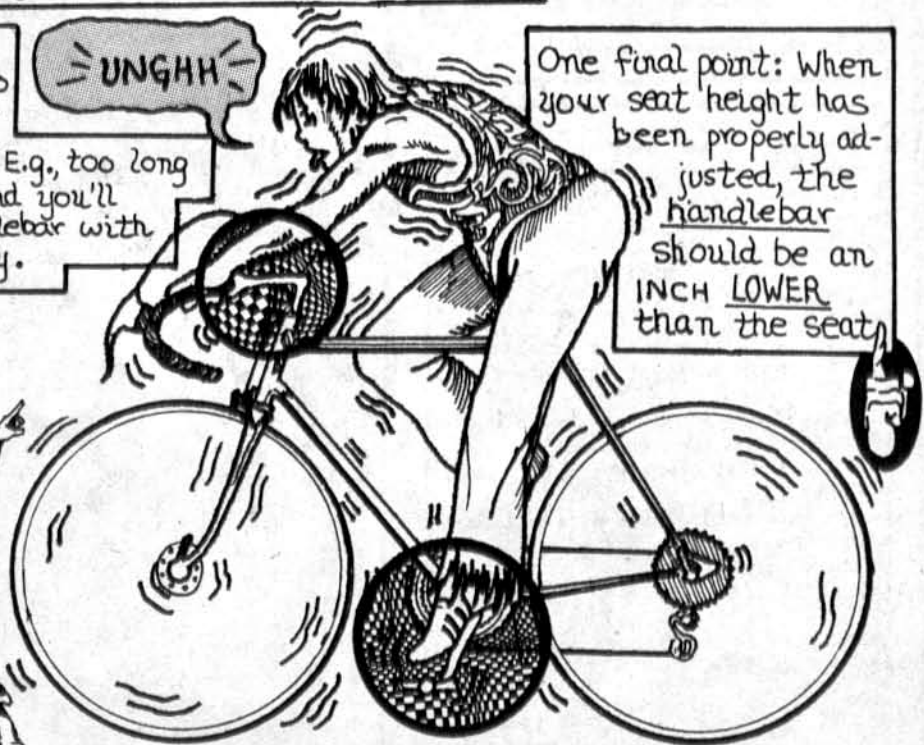
NEVER RIDE A BIKE THAT'S TOO BIG FOR YOU!!! You simply have TOO LITTLE

CONTROL.

Remember, this not only applies to **SEAT HEIGHT**, but to **GOOSE-NECK length** as well. E.g., too long of the latter and you'll reach your handlebar with great difficulty.

≡ UNGHH ≡

One final point: When your seat height has been properly adjusted, the **handlebar** should be an **INCH LOWER** than the seat.





The message of this picture is not just: "Don't carry TOO many things in your hand." It's:

"DON'T CARRY **ANYTHING** THAT MAY HAMPER YOUR CONTROL OF YOUR BIKE!" Plan ahead and USE A **BACK-PACK.**



Front baskets have a center of gravity that's way too high---which makes for awkward steering.

REAR BASKETS have a much lower center of gravity--and they don't get in the way of proper steering.



Louis Beaton



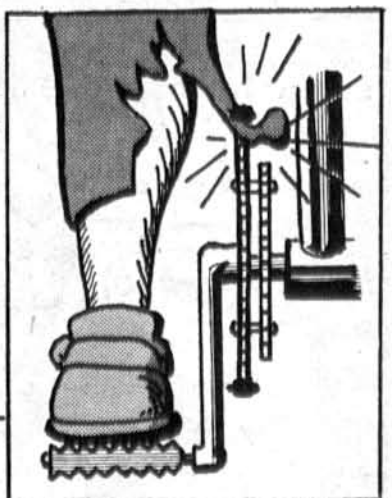
WATCH OUT for objects that may **CATCH**.... First, the old **purse-strap-in-wheel** trick. Yes, I've seen it many times before---and I hope not to see **it** or its variations any more.

So don't let anything **dangle** around while riding....

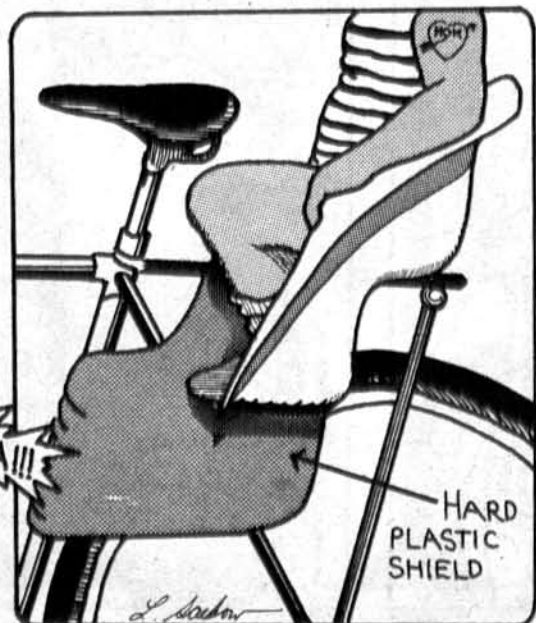
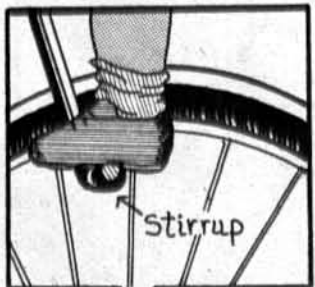


... and this goes for **pant cuffs** as well.

Pant cuffs, when caught in bike chain, can **easily** lead to an accident... and assuredly to dirty cuffs. When riding, then, roll up your cuffs, or tuck'em into your socks, or better yet... clip'em in with those nifty **pant clips**.



And for you **PARENTS**... or rather - more importantly - for the child, make **SURE** his feet will not be caught in the wheels. Baby seats with only **STIRRUPS** to support the baby's feet are **DANGEROUS!**



Good, SAFE SEATS ARE AVAILABLE. Consumer Report (July, 1975) recommends:

1. AMF AC 45
2. SEARS CAT.#48523
3. TROXEL 4
4. TROXEL DELUX 6
5. MONTGOMERY WARD'S CAT. # 82657 OR CAT. # 82656.

LATERAL SWAY is an important consideration. Use a **STRONG, FIRM RACK** to support the baby seat!!



BRAKE

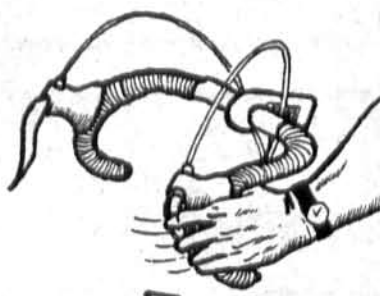
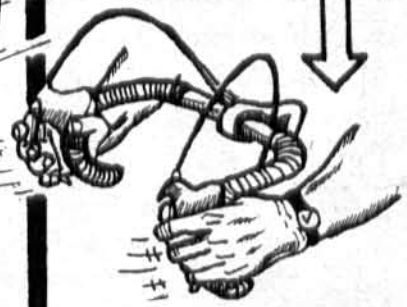


SAFELY... BY USING...

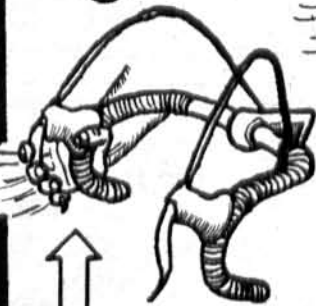
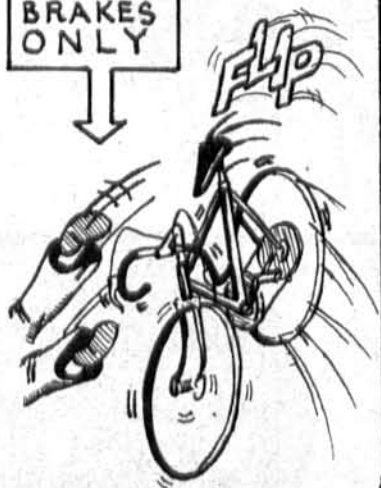


BOTH BRAKES

FOR QUICK
SMOOTH
STOPS!!



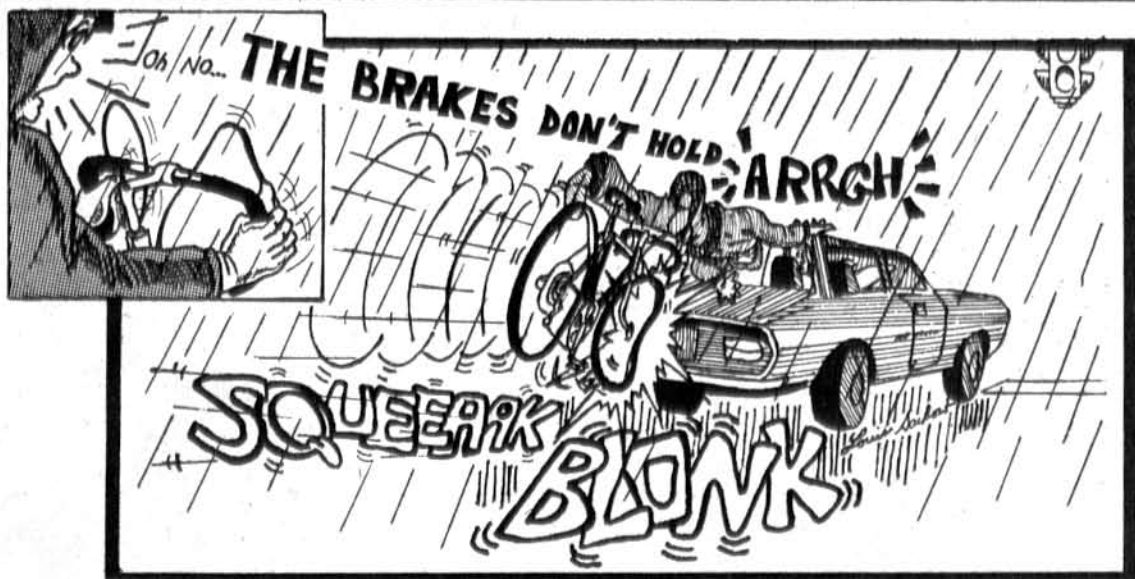
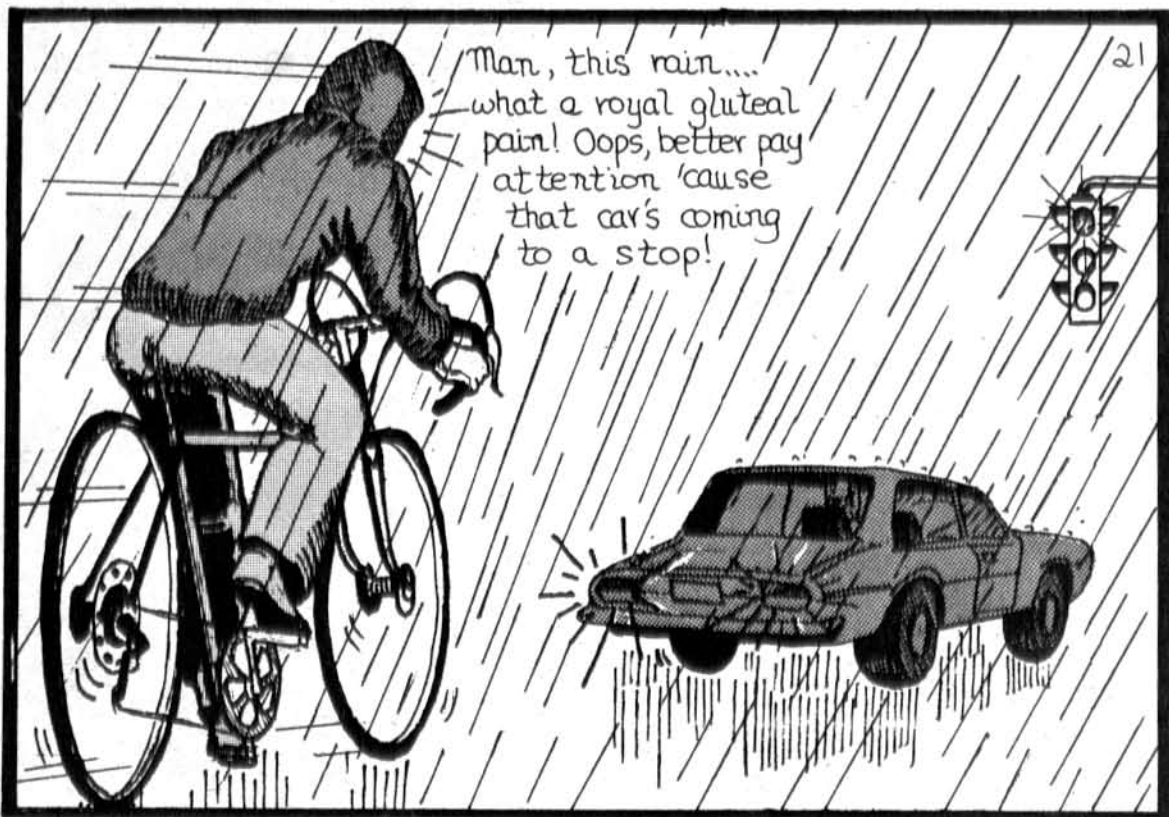
FRONT BRAKES ONLY



REAR BRAKES ONLY



J. Sadow



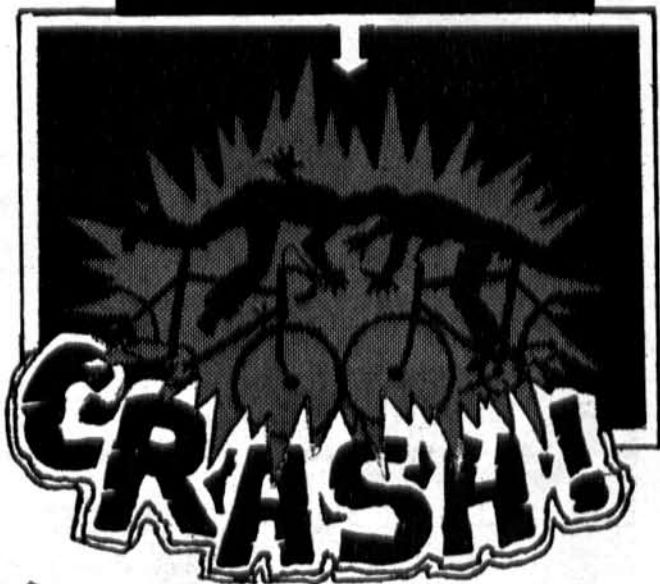
RAIN is a PAIN!

- Handbrakes **DO NOT** work in rain. Be safe—start slowing down **3X** as far away as usual.
- Ride slower than normal.
- Wear a light.
- Use "wet stop" brake pads in rainy season.





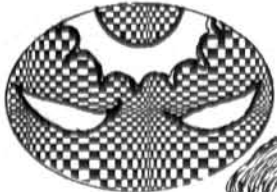
THE
 ONLY
 BIKE FATALITY
 1972-73
OCCURRED
AT NIGHT
 NEITHER RIDER
 SAW THE OTHER



**BE
SEEN**

NEW CALIFORNIA LAW REQUIRES:

- white headlight
- red reflector on rear
- white or yellow reflector on pedals
- white or yellow and red reflectors on side

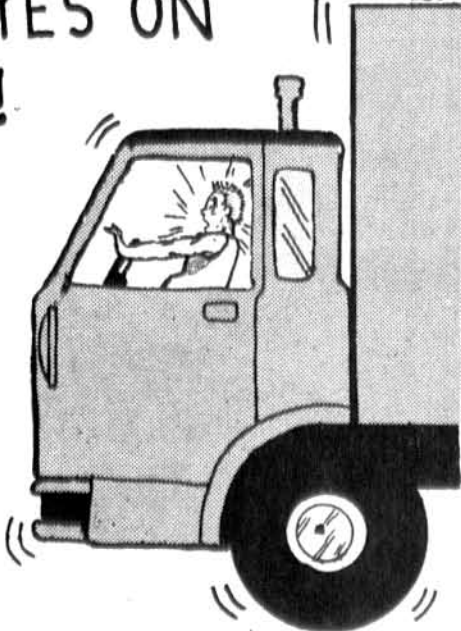


KEEP YOUR EYES ON THE ROAD!!!

(You'll live longer to see better sights...)



You like the size of these muscles, eh?



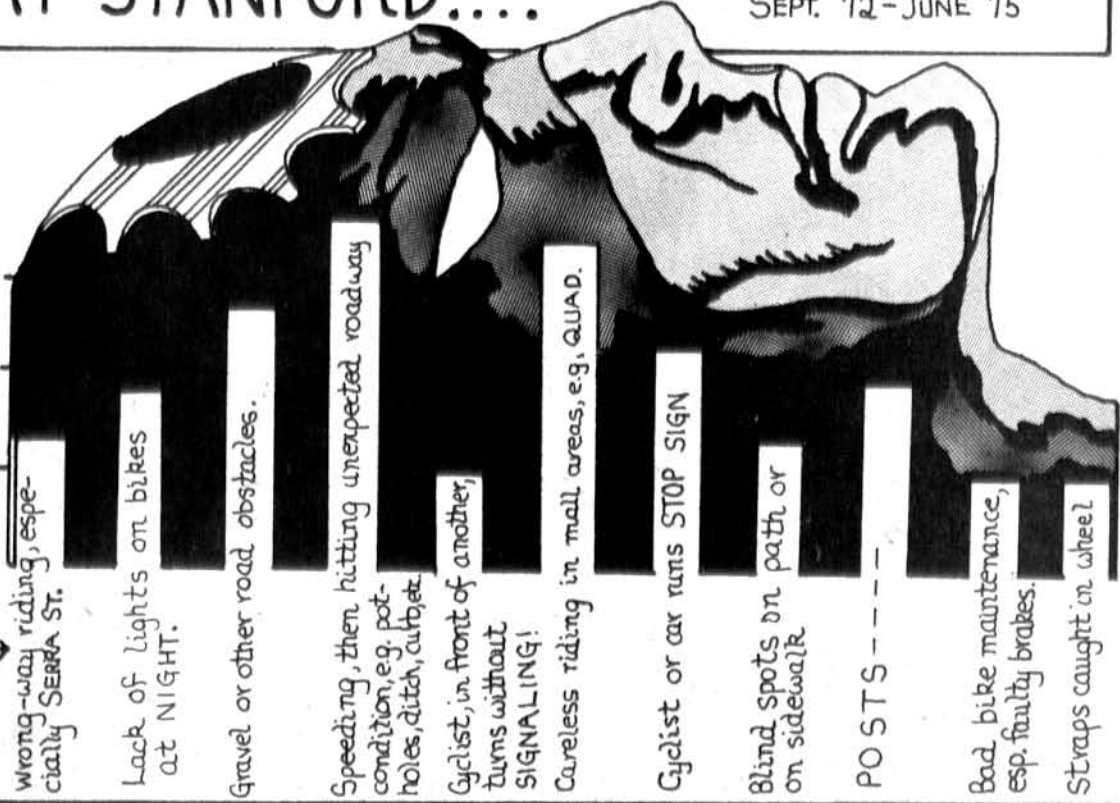
L. Nelson

MAIN CAUSES OF BIKE ACCIDENTS AT STANFORD....

ACCORDING TO ACCIDENTS REPORTED, SEPT. '72-JUNE '75

No. OF TIMES (FREQUENCY)

CAUSES



REPORT ALL ACCIDENTS TO: STANFORD DEPT. OF PUBLIC SAFETY, 711 SERRA ST. (497-1911)..... Maybe further accidents can be PREVENTED!!

HIGH SECURITY ²⁴

We recommend:

CHAIN - Campbell 5/16" alloy

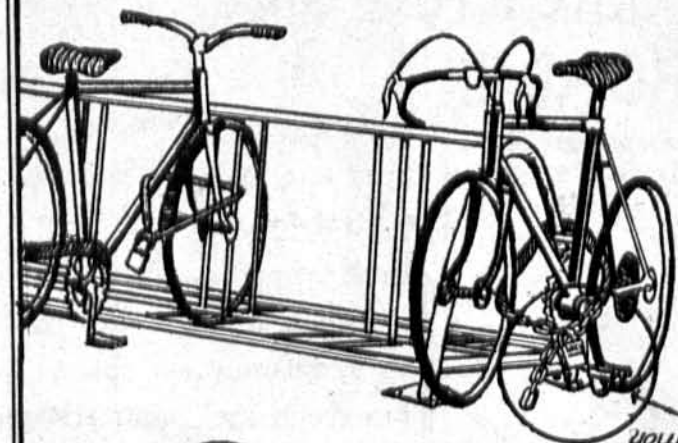
LOCK - Master #11

- American HT15

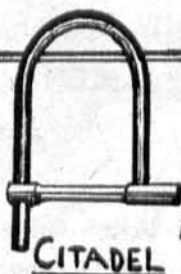
American KC40



Be sure to keep your lock well off the ground



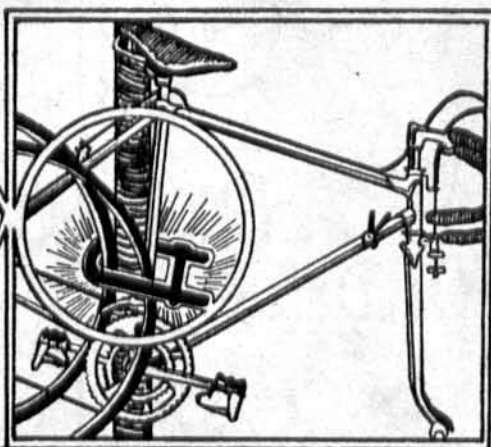
ALWAYS LOCK BOTH WHEELS AND THE FRAME TO A SOLID STATIONARY OBJECT!



CITADEL



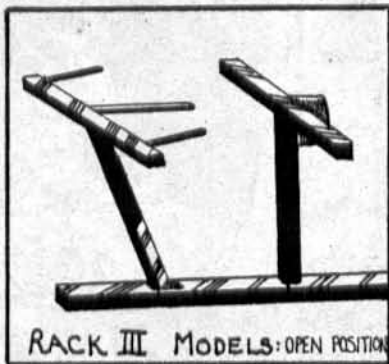
KRYPTONITE



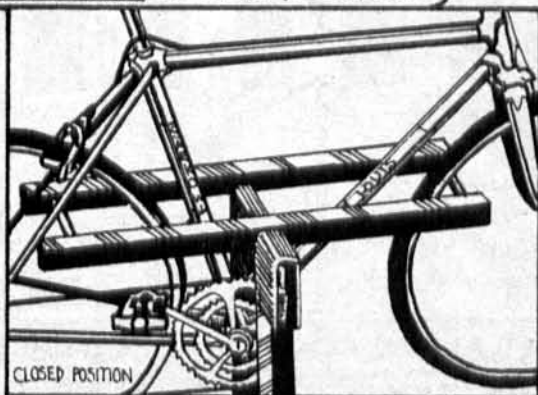
The Ultimate in bike security is, of course, to stay on your bike..... Okay, so that's not so funny, but.....

MAXIMUM SECURITY

can be had with the CITADEL and KRYPTONITE bike locks. Particularly for those with quick-release, it is best to remove your front wheel and lock it as well. The RACK III bike rack is one of the best around. Some will be installed around the Flo Mo dorms. All 3 security systems shown here are near-absolute in theft prevention.

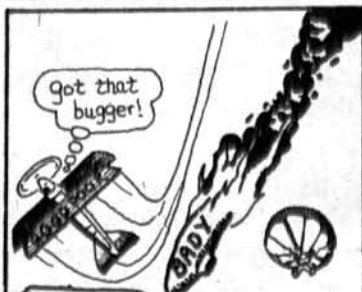


RACK III MODELS: OPEN POSITION



CLOSED POSITION





All this talk on SECURITY obviously has much to do with THEFT.... The strip on your left has much to teach:

- First, always lock your bike properly, i.e., both wheels and frame to a SOLID stationary object.
- Second, lock your bike in a WELL-TRAFFICKED area.
- Third, LICENSE your bike with the Stanford Police Dept.* Most of the stolen bikes recovered were licensed. (Of course, report all bike thefts to the police).
- Fourth, the highest theft areas are DORMS (both outside and the lobbies) and the exterior of ACADEMIC AREAS (classrooms, etc.)
- Fifth, Badyear and Goodpoor are INIMICAL to each other. (Yes, they probably don't like each other either.)


*711 Serra St. (497-3444)



Thruout this book, I have ever been in the limelight. But now, it is time to destroy the illusion of my reality and recognize that I am but the brain-child of some artist whose mental stability has yet to be ascertained, and time for...

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Comments (keep bad ones to yourself), write to:
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 P.O. Box 2983
 STANFORD, CA 94305

AND NOW.... A QUICKIE BIBLIOGRAPHY

- Bike Tripping and Anybody's Bike Book - by Tom Cuthbertson
- Bicycle Activist's Handbook - by Stanford Law School, Environmental Law Society
- Effective Cycling: A Handbook for Safe, Fast Bike Travel - by John Forrester
- New Complete Book of Bicycling - by Eugene Sloan
- Bay Area Bikeways - by Tom Standing
- Stanford Area Bicycle Trip Guidebook - Peter Stonestrom
- Guide to Bicycles & Bicycling - Fred deLong



Remember, above all.....

BE PREDICTABLE

in your riding!! Make your intention known!



LIGHTS AT



NIGHT

I live dangerously.....

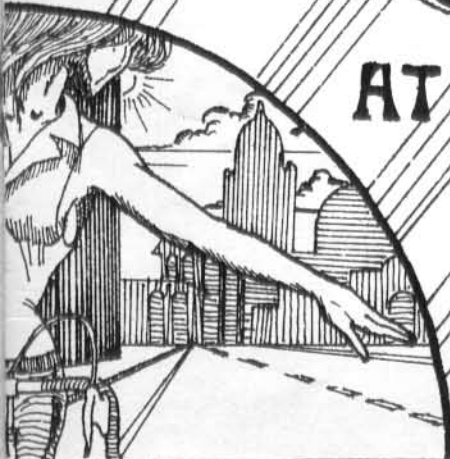


RIDE WITH TRAFFIC

SIGNAL

DON'T SWERVE!!

AT



TURN

OBEY ALL TRAFFIC SIGNALS



SAEKO

