

SPROCKET MAN



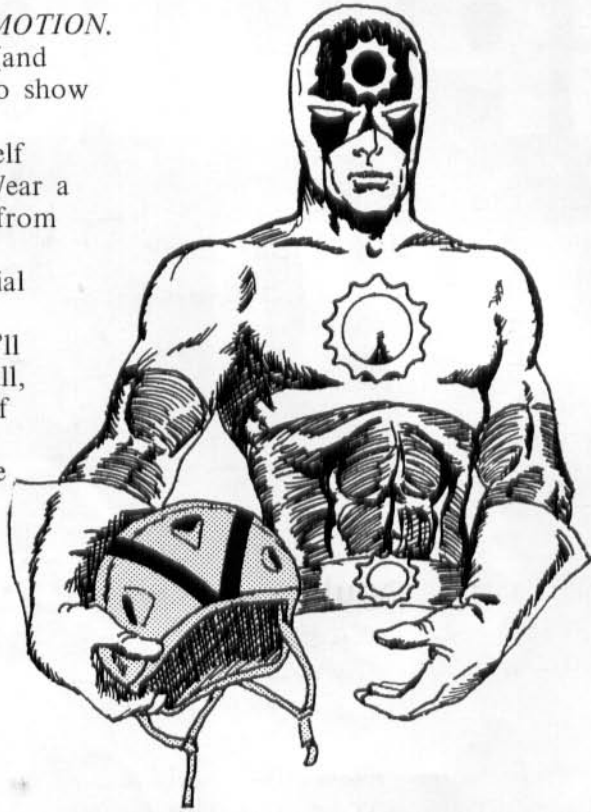
Louis Sablon

BICYCLING IS POETRY IN MOTION.

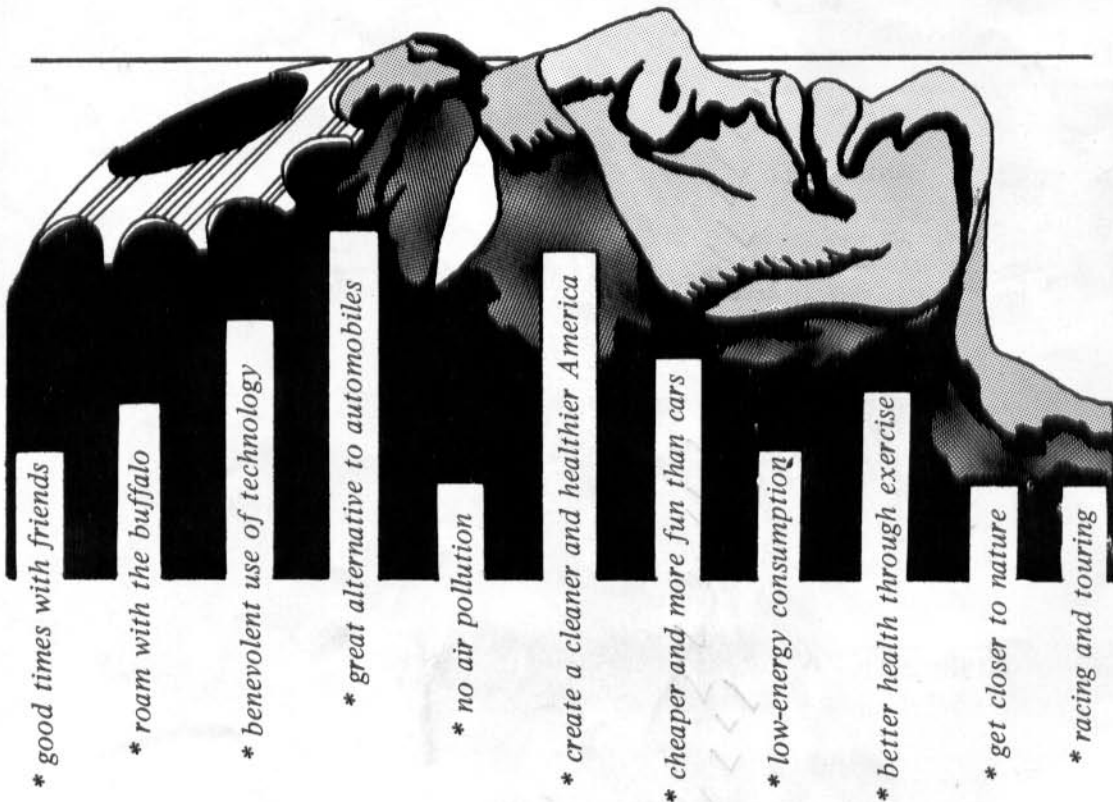
While aiding your mind and body (and your transportation needs), you also show care for the world around you.

Show that you care for yourself and for others—**RIDE SAFELY**. Wear a bicycle helmet to protect yourself from head injuries, the leading cause of death to bicyclists. (I wear a special shock-resistant mask.)

Practice the survival skills you'll learn from my comic, and, above all, **HAVE FUN**. Enjoy the benefits of bicycling (some of which are listed below), and follow the spirit of the kudjur who has written—



*Cruising with the buffalo
This earth my home
Healthy, eating well
More with less, that's best
Come ride with me
Roaming free*

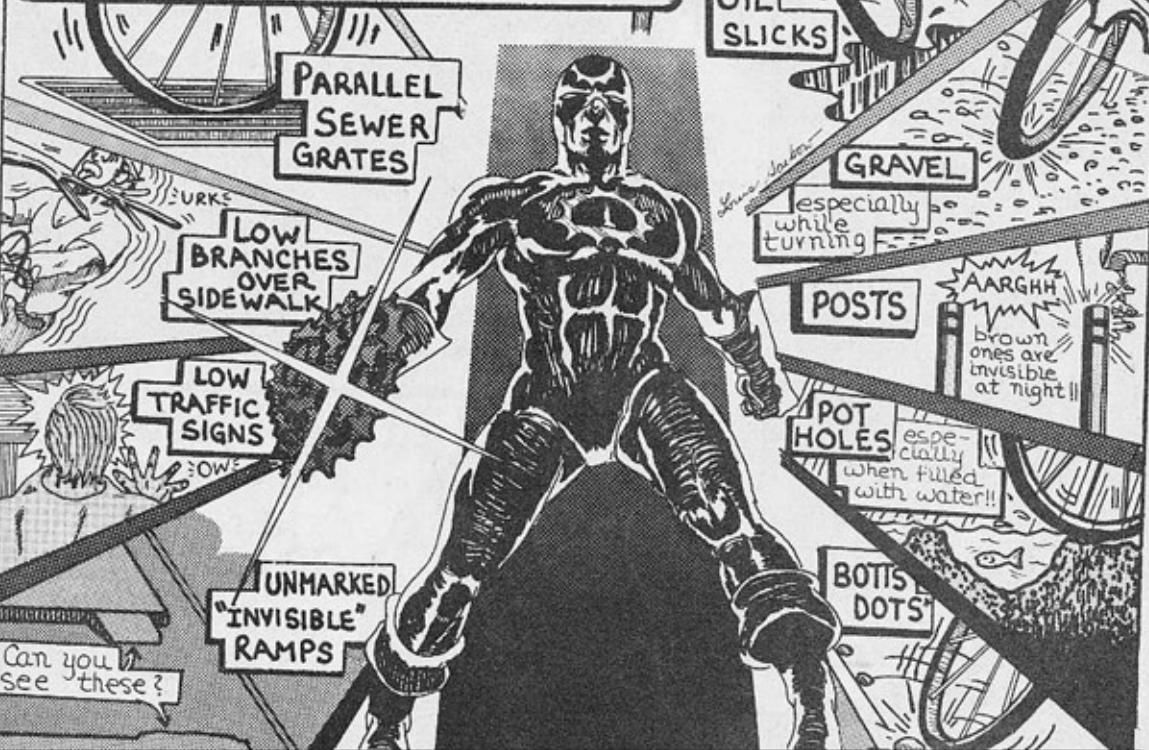


The sheer **NUMBER** of bikes in use these days shows that the days when bikes were merely **TOYS** for kids are **BYGONE**..... and that the **ANARCHY** of the cyclist can be afforded **NO LONGER!**

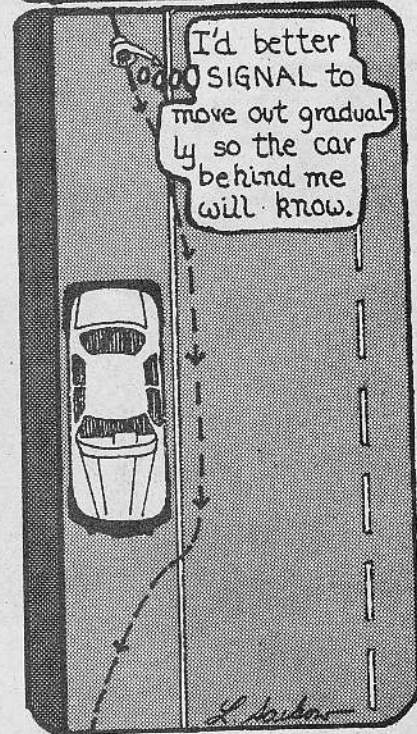
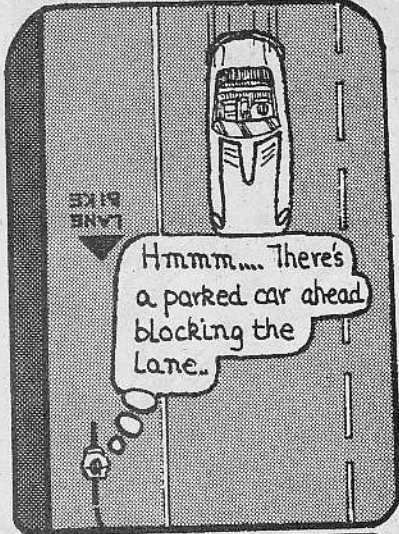
Here are a few tips on **SURVIVAL** skills and **SAFE** riding etiquette.

HAZARDS you should be especially aware of are listed below.....

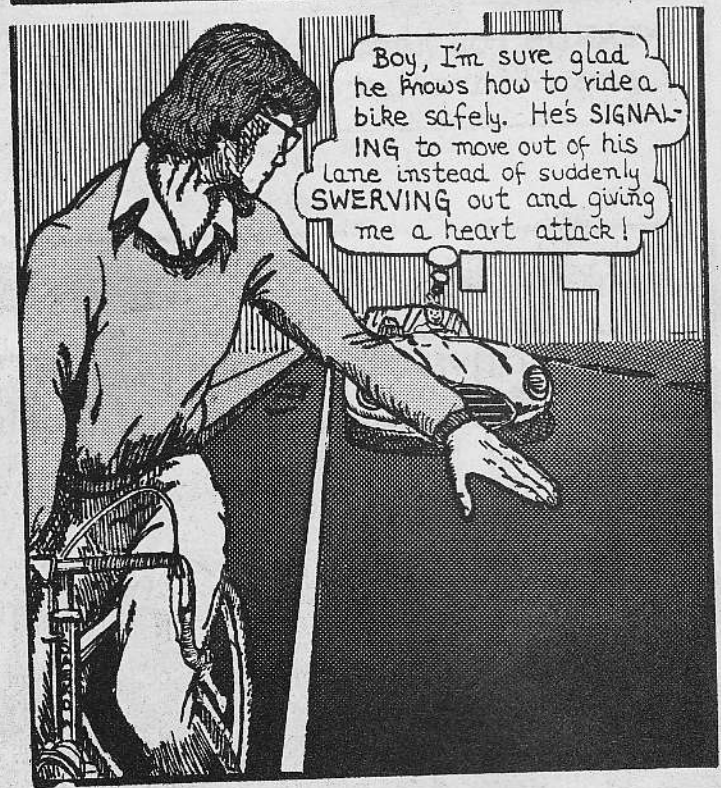
Should you encounter a hazardous situation, **WRITE** your city's **TRAFFIC ENGINEER**. Tell him you've found a **"DANGEROUS AND DEFECTIVE CONDITION"** and where it is.



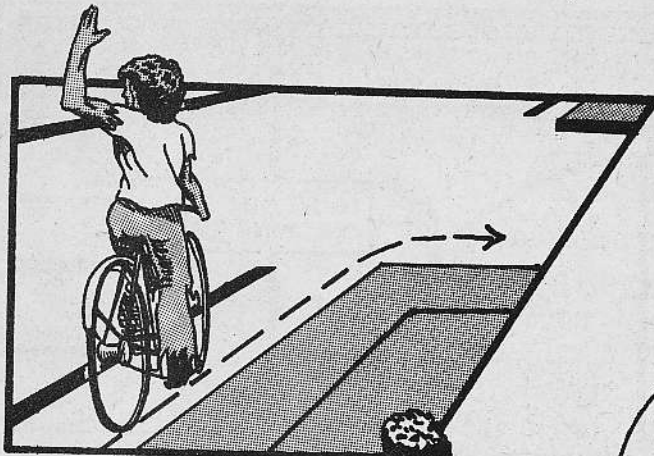
THINK AHEAD..



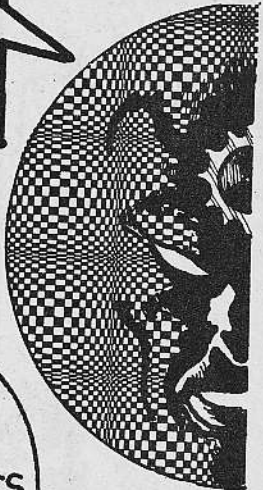
THE KEY CONCEPT TO SAFE BICYCLING
- BE PREDICTABLE - AND SIGNAL
YOUR MOVES!! COMMUNICATE.



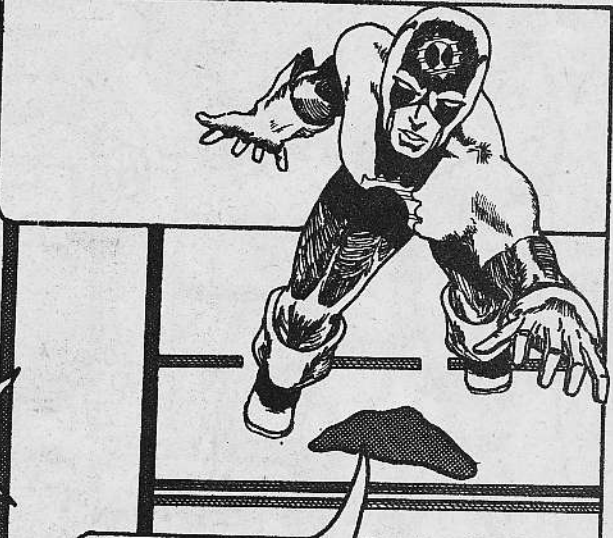
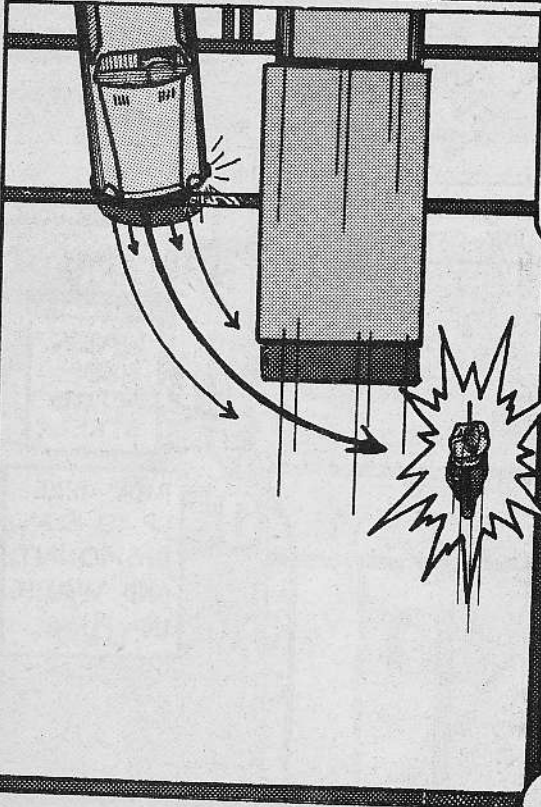
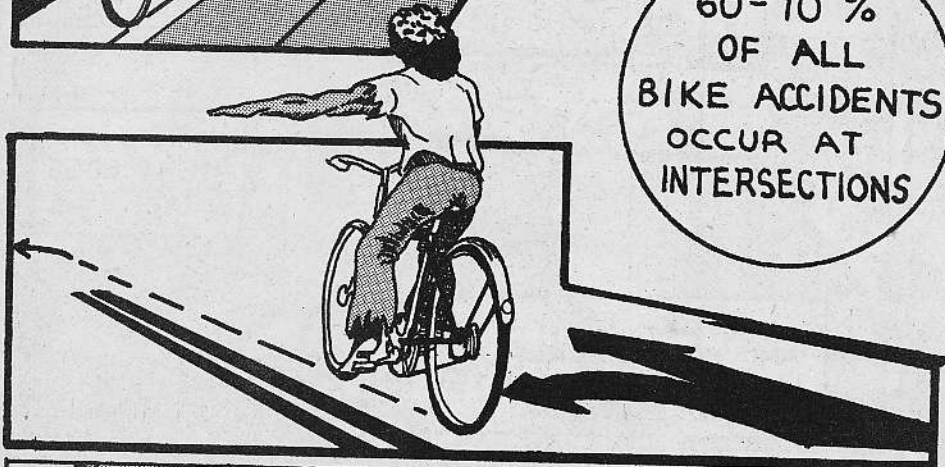
...LOOK, ESTABLISH
EYE CONTACT,
THEN MOVE
GRADUALLY
INTO TRAFFIC
TO PASS THE
PARKED CAR.



**SIGNAL
AT
TURNS!**

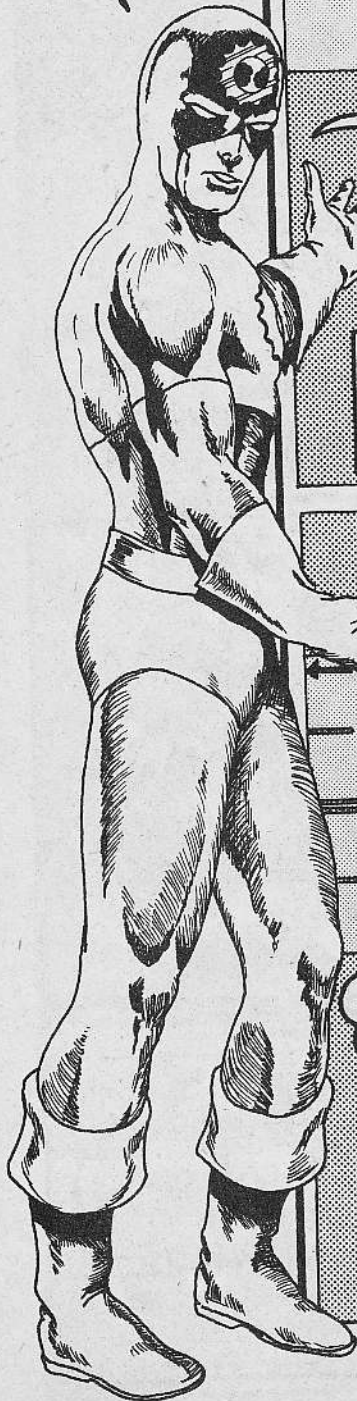


**60-70 %
OF ALL
BIKE ACCIDENTS
OCCUR AT
INTERSECTIONS**

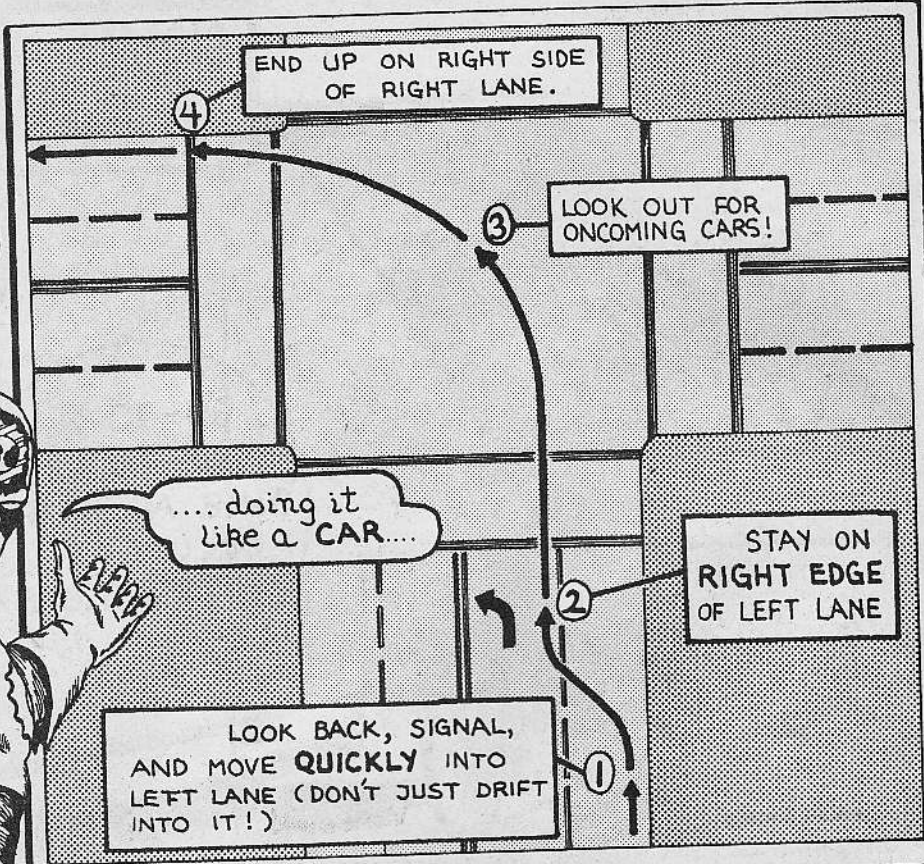


**When going straight through
an intersection, never follow
a TRUCK or BIG CAR closely
'cause you'll then be
HIDDEN FROM VIEW!**

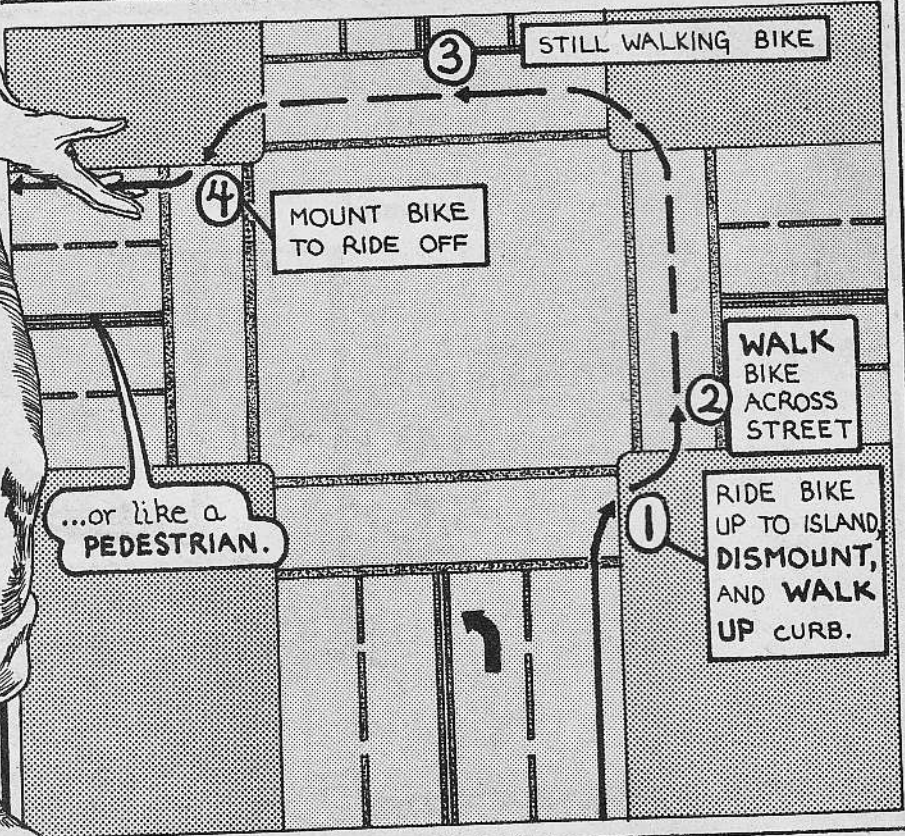
The ONLY SAFE WAYS to make a LEFT TURN...



.... doing it like a CAR....



...or like a PEDESTRIAN.





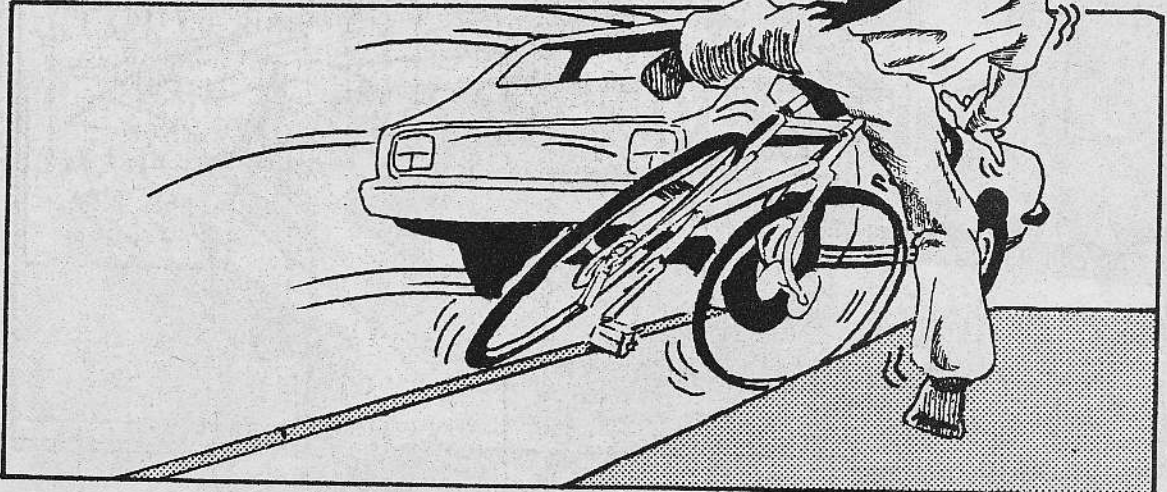
I'd better
WAIT behind
the car.

**WAIT YOUR TURN
AT INTERSECTIONS!**
Whether you are
going straight or
turning right...
**DON'T PASS A
CAR BY CUTTING
INSIDE IT !!**



Even if you're in a bike lane,
the car beside you might
SUDDENLY make a right turn
WITHOUT SIGNALING.
SO WATCH OUT !!

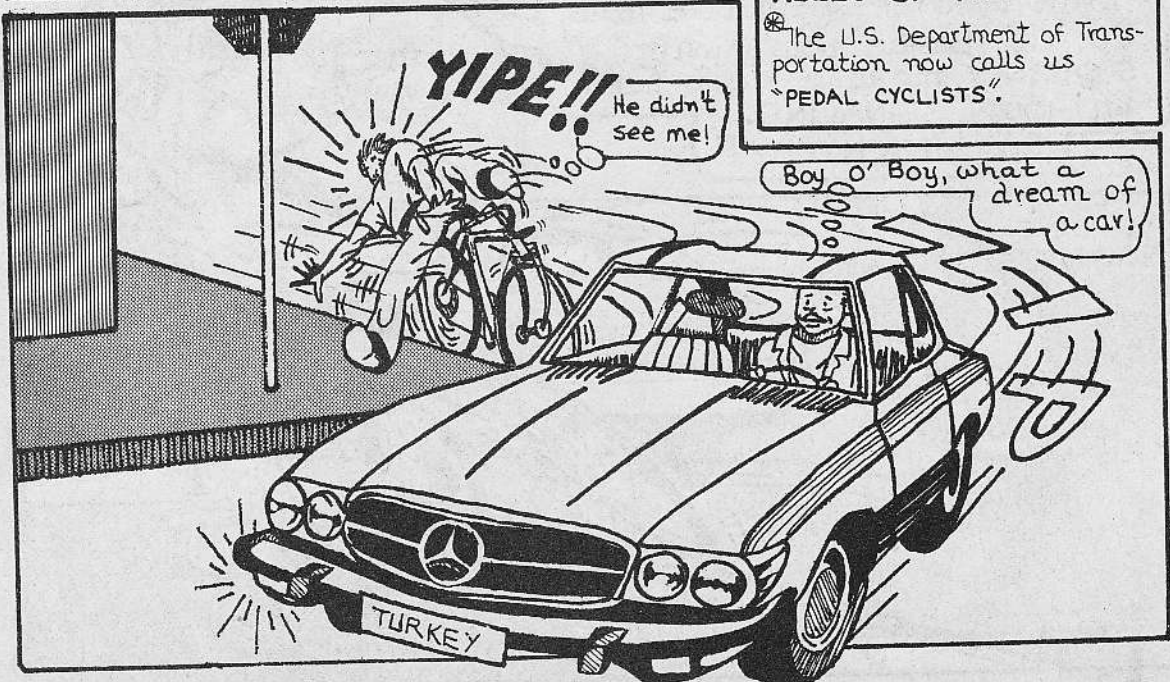
YEEHRS!

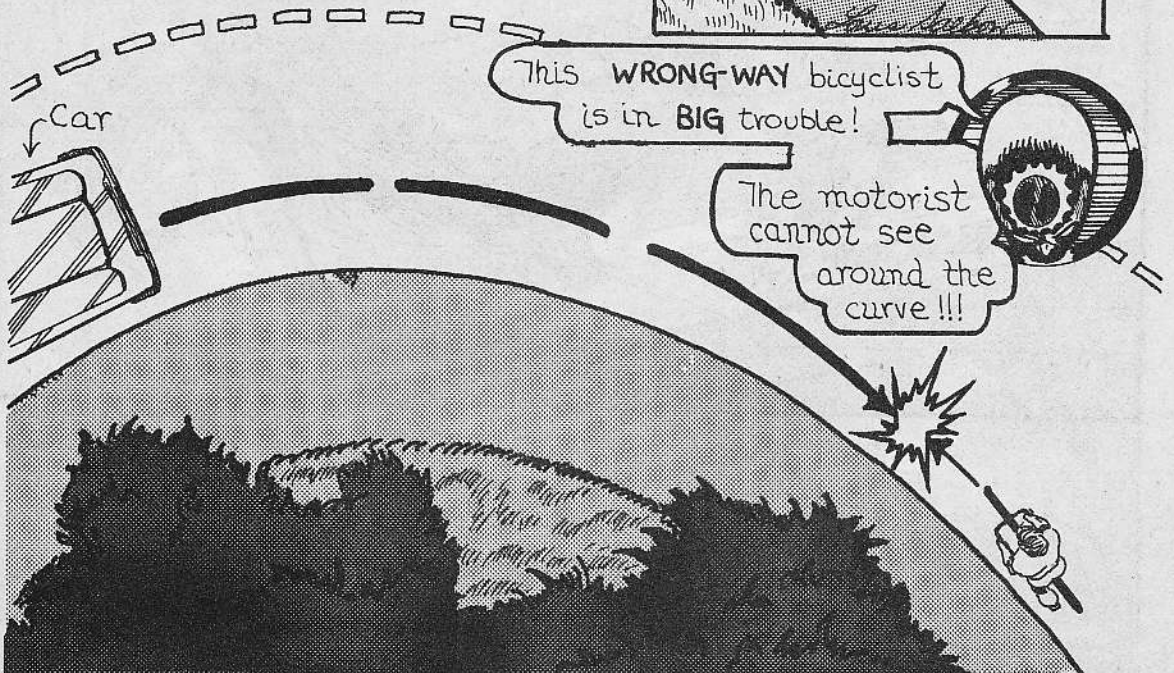
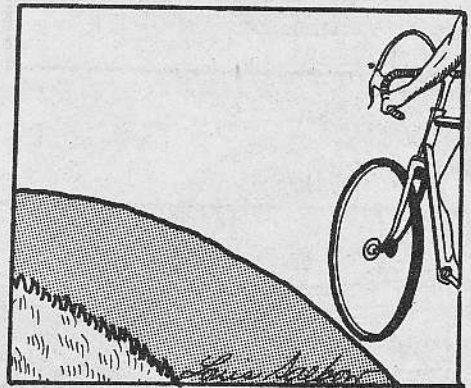
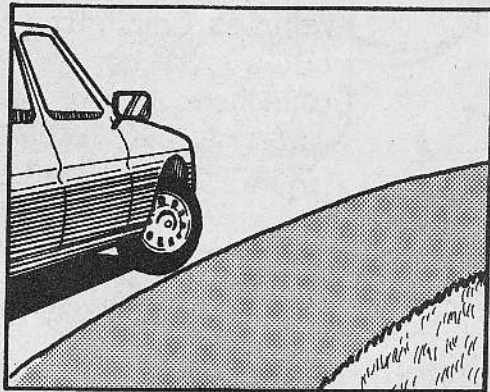
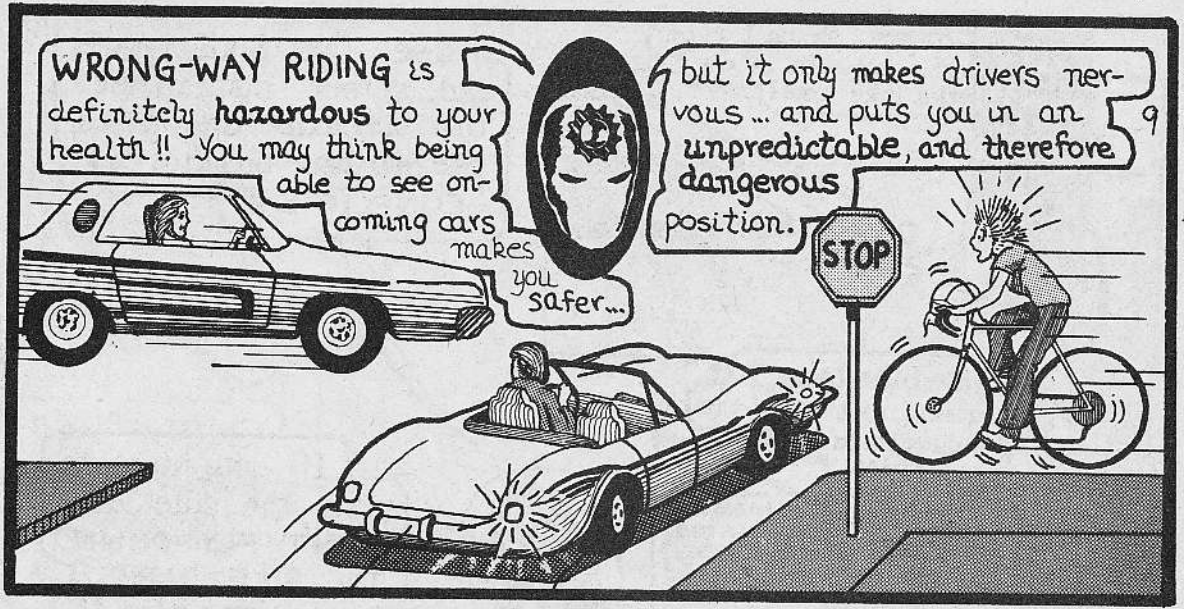


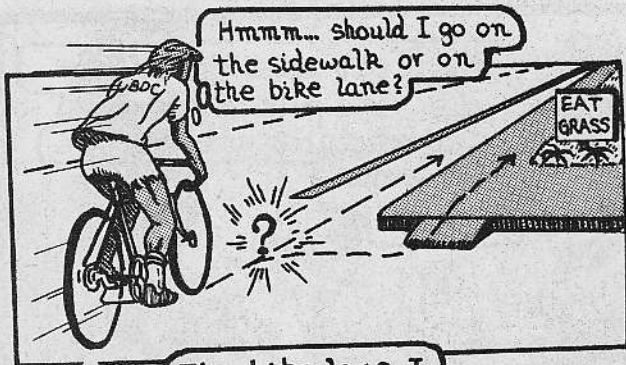


BICYCLISTS have finally convinced people that bikes are **NOT** toys but **VEHICLES**. As vehicles, though, bikes are **SUBJECT** to the state vehicle code. Under those laws, your status as bicyclist* is: **"EVERY PERSON RIDING A BICYCLE UPON A ROADWAY HAS ALL THE RIGHTS AND DUTIES APPLICABLE TO THE DRIVER OF A VEHICLE."** So **STOP** at all stop signs and stop lights **AND OBEY THE RULES OF THE ROAD!!**

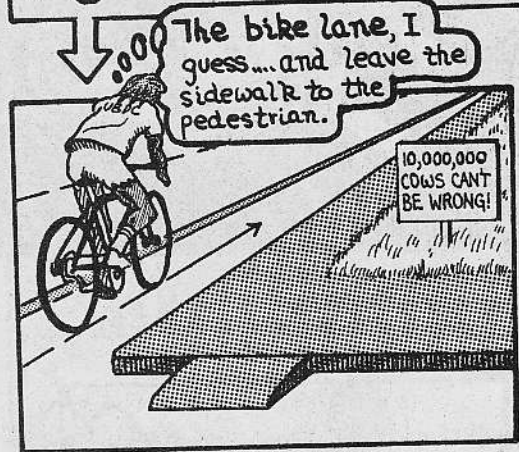
*The U.S. Department of Transportation now calls us "PEDAL CYCLISTS".



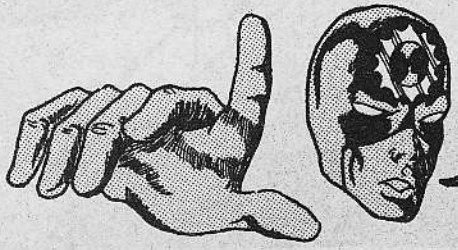
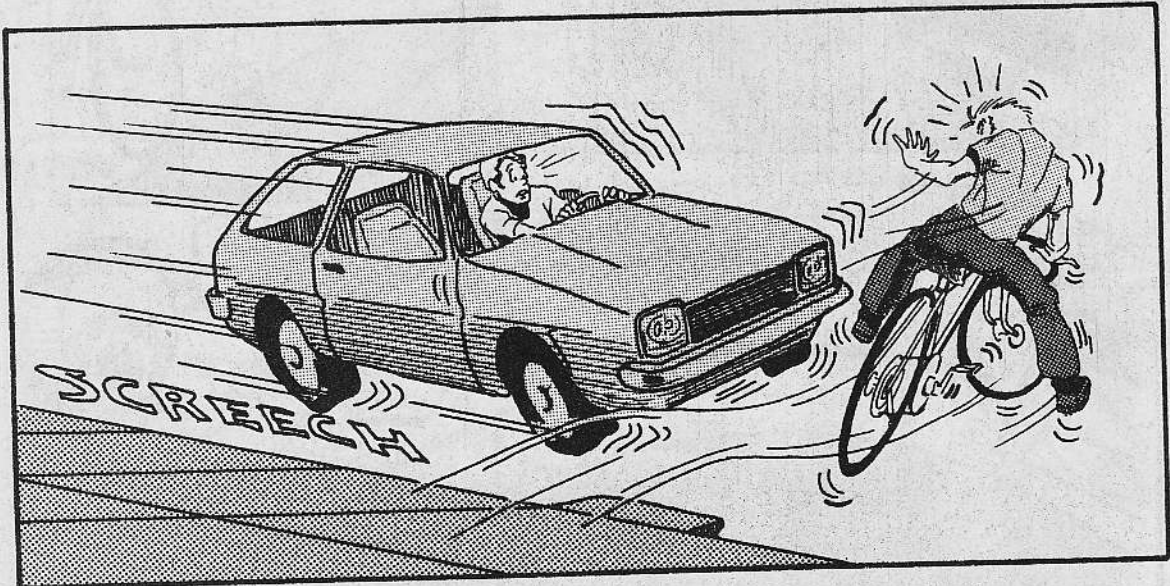




Use the **BIKE LANE** and street instead of the sidewalk and avoid pedestrian-bicyclist **CONFLICTS !!**



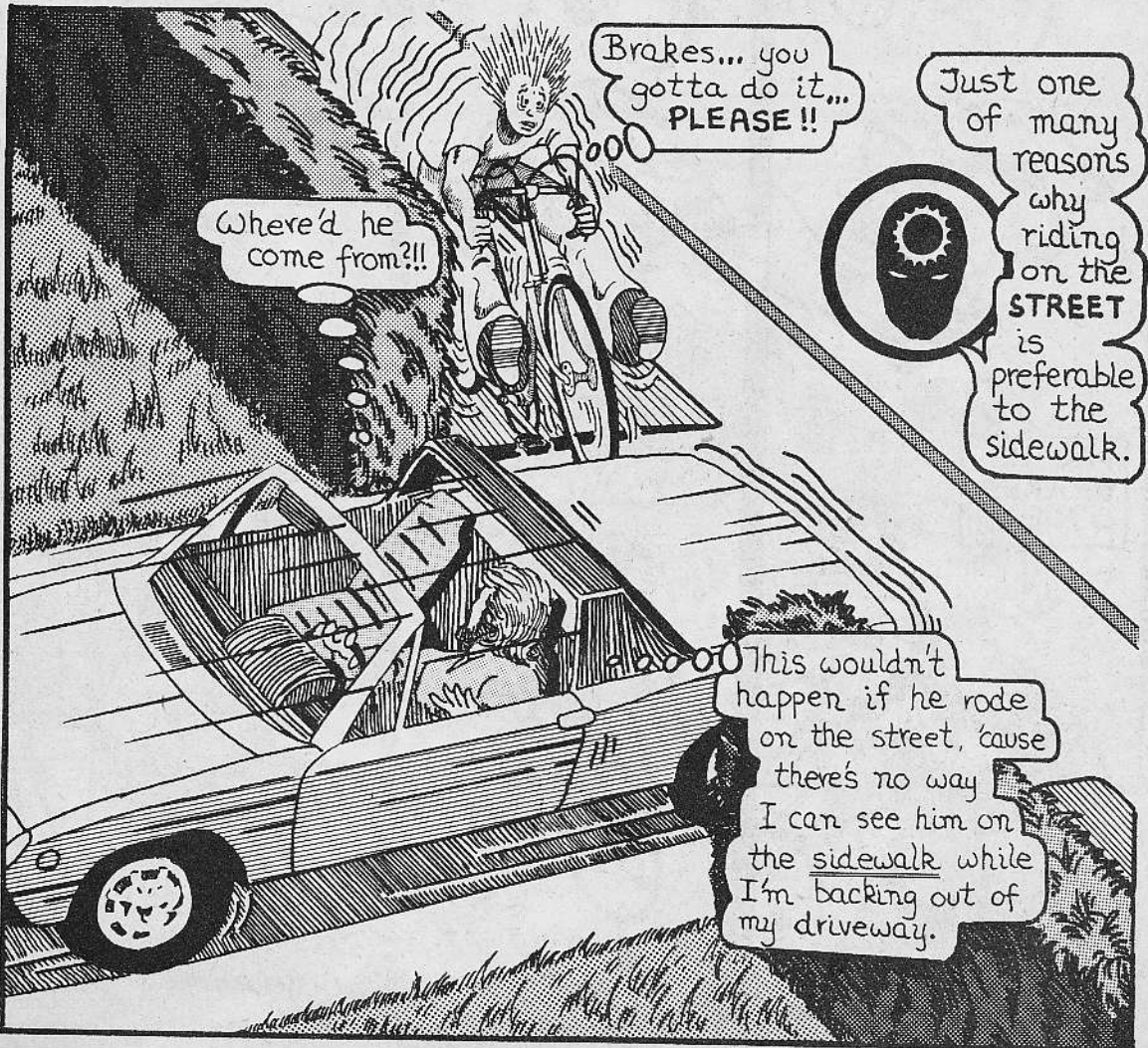
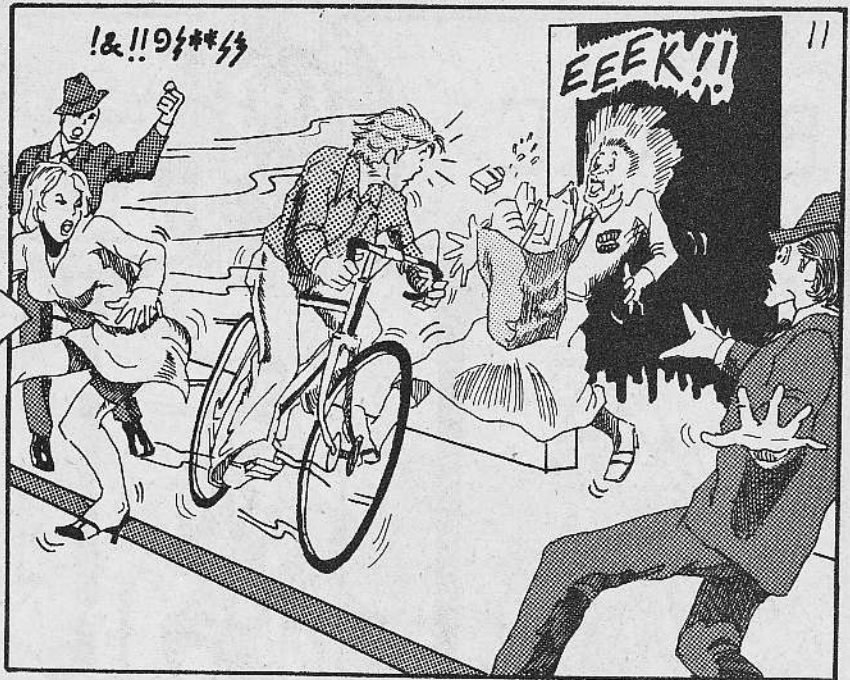
If you have to use the sidewalk, **DON'T FLY DOWN THE BIKE RAMP INTO TRAFFIC !!** Cars don't expect vehicles (including bikes) to come from anywhere but a street. **SO WATCH OUT !!**



A suggestion to the **PEDESTRIAN**: LEAVE THE **BIKE RAMPS** FOR BICYCLES AND **WHEELCHAIRS**.



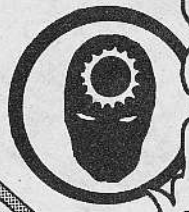
DON'T RIDE ON BUSINESS DISTRICT SIDEWALKS!



Where'd he come from?!!

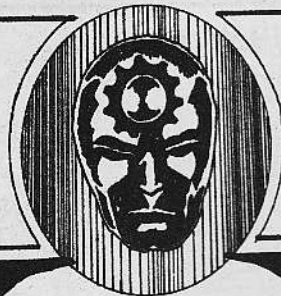
Brakes... you gotta do it... PLEASE!!

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

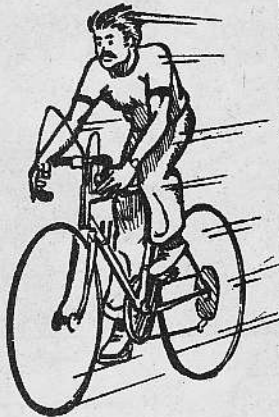


This wouldn't happen if he rode on the street, 'cause there's no way I can see him on the sidewalk while I'm backing out of my driveway.

BRAKE

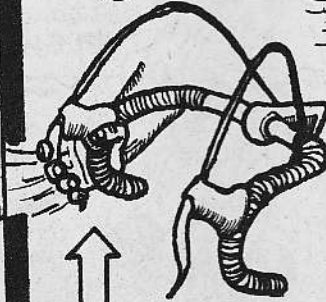
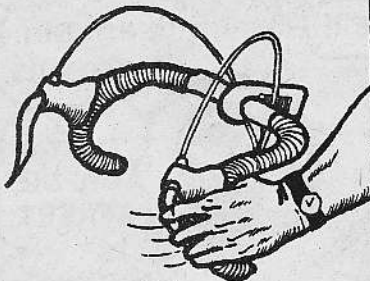
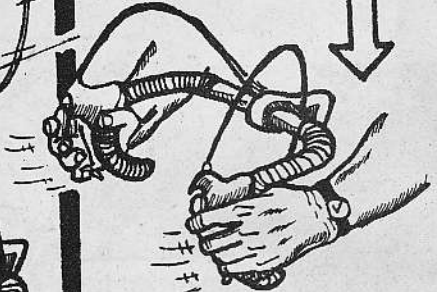


SAFELY.... BY USING...

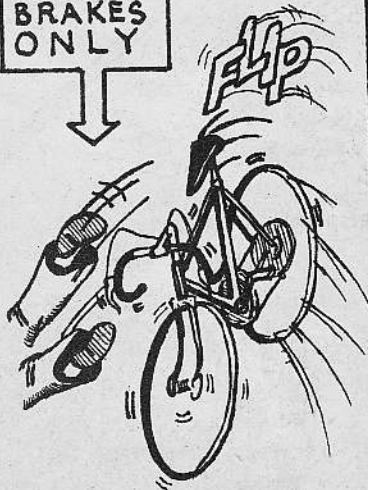


BOTH BRAKES

FOR QUICK
SMOOTH
STOPS!!



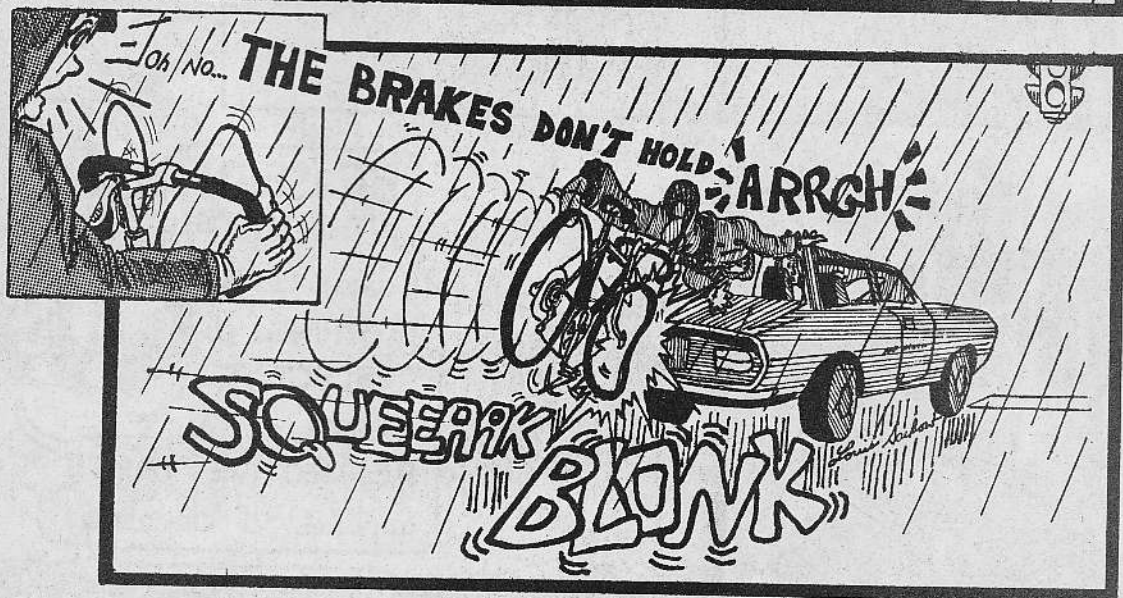
FRONT BRAKES ONLY



REAR BRAKES ONLY



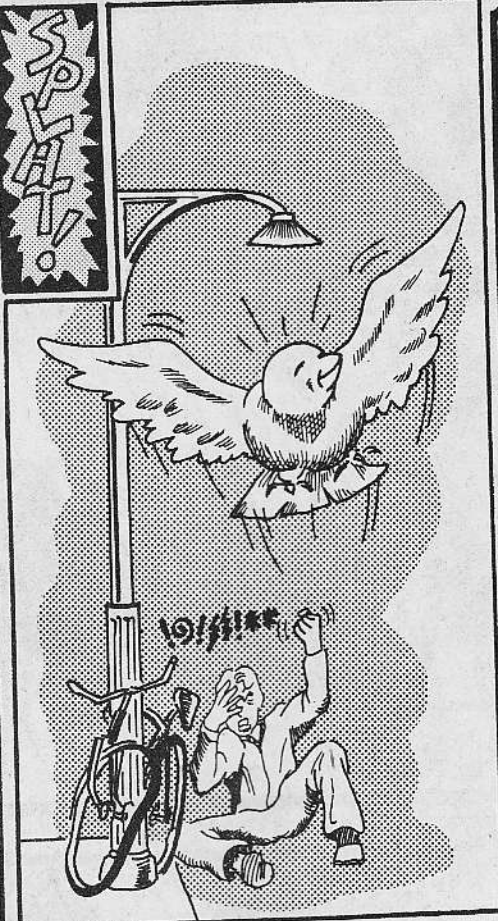
S. Jackson



RAIN IS A PAIN !!

- ☹ Handbrakes **DO NOT** work well in rain.
BE SAFE - start slowing down **3 TIMES**
as far away as usual.
- ☹ Ride **SLOWER** than normal.
- ☹ Wear a **LIGHT** if visibility is poor.
- ☹ Use wheels with **ALUMINUM RIMS**.





PAY ATTENTION AND KEEP YOUR EYES ON THE ROAD!!



BE SEEN AT NIGHT!

Wear **LIGHT CLOTHING**. Use **REFLECTIVE VESTS** and/or **REFLECTIVE TAPE** applied to clothing.



- Attach these to bike:
- ☀️ **WHITE HEADLIGHT.**
 - ☀️ **REAR RED REFLECTOR.**
 - ☀️ **WHITE OR YELLOW REFLECTOR ON PEDALS.**
 - ☀️ **WHITE OR YELLOW AND RED REFLECTORS ON SIDE.**

Remember, above all.....

BE PREDICTABLE

in your riding!! Make your intention known!



LIGHTS AT



I live dangerously.....



NIGHT

RIDE WITH TRAFFIC



SIGNAL

DON'T

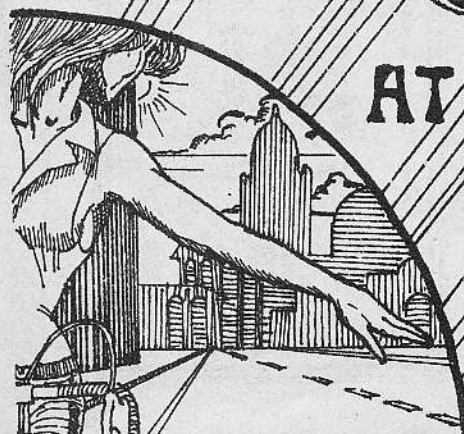
SWERVE!!

TRAFFIC SIGNAL

AT

TURN

OBEY ALL

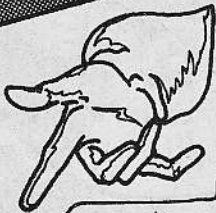
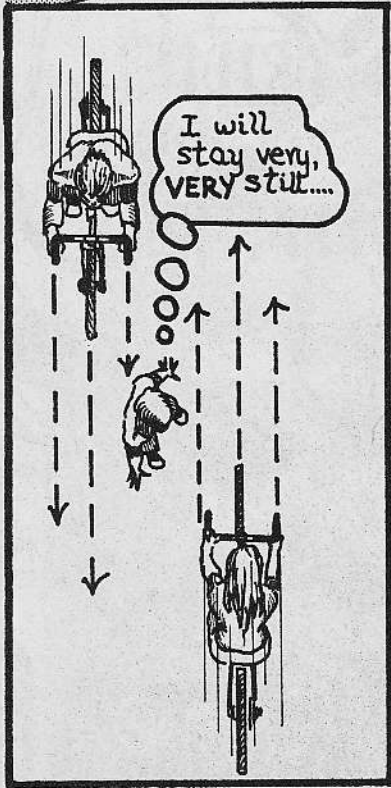
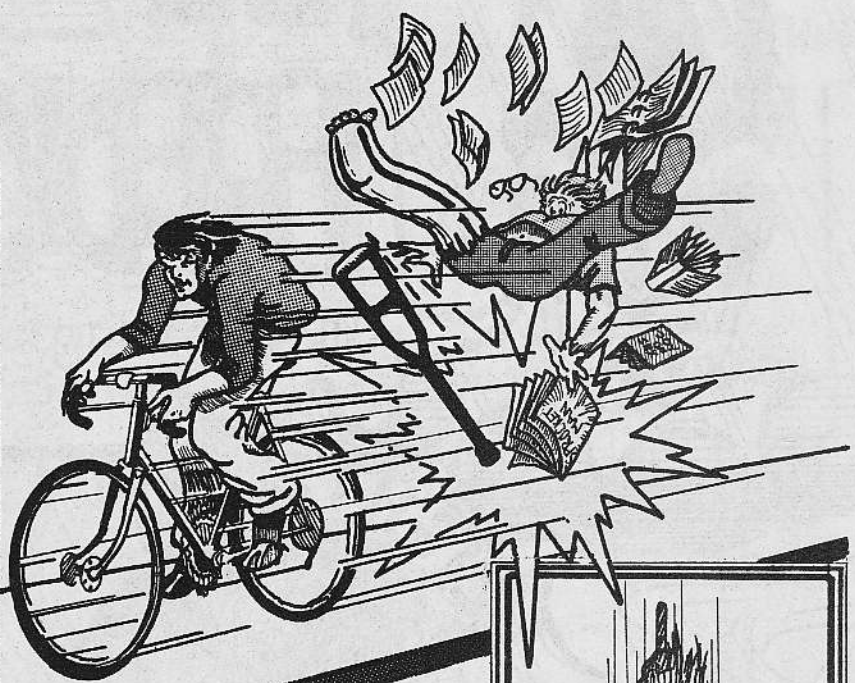


PEDESTRIANS HAVE THE RIGHT OF WAY !!



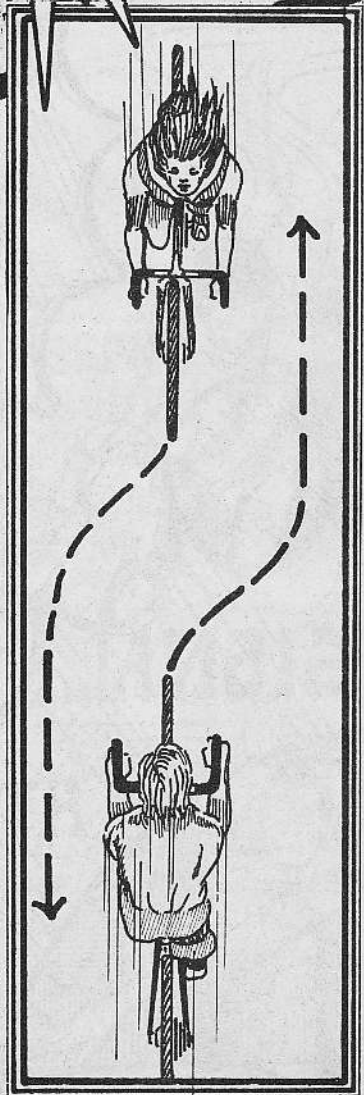
Play the **GOLDEN RULE** bit.... No matter how much you like to ride a bike, **YOU'VE** got to walk **SOMETIME....**

Besides, the ped you hit may play the **"AN EYE FOR AN EYE"** bit at a later date.



However, sometimes it's much easier for the ped to **FREEZE** than the bicyclists. The ped should let the bikes go straight through while he either stops or maneuvers around the bike.

When coming **HEAD-ON** towards a pedestrian or another cyclist, **GO TO YOUR RIGHT !!**



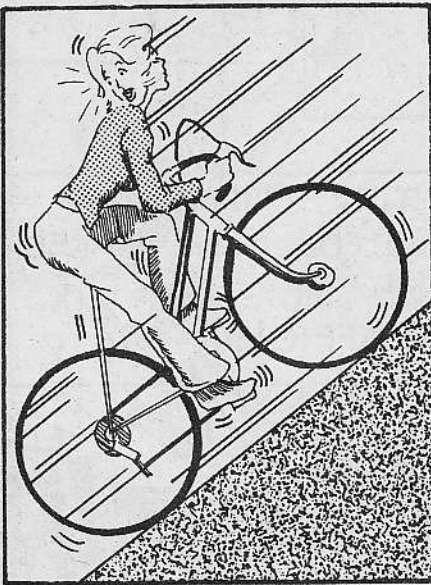
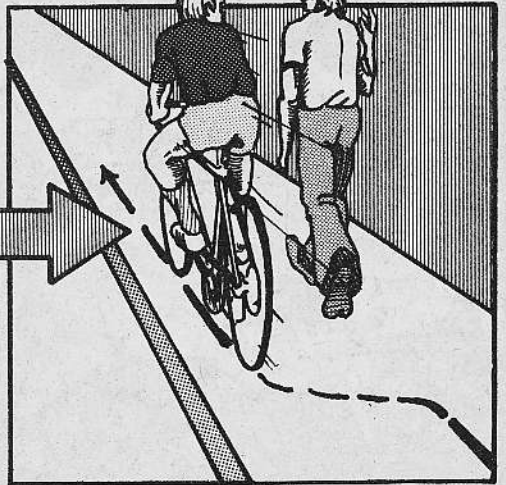
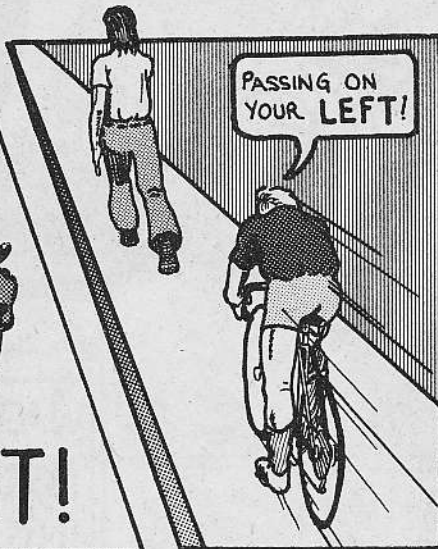
PASS A PEDESTRIAN ON

HIS
LEFT...

A
N
D

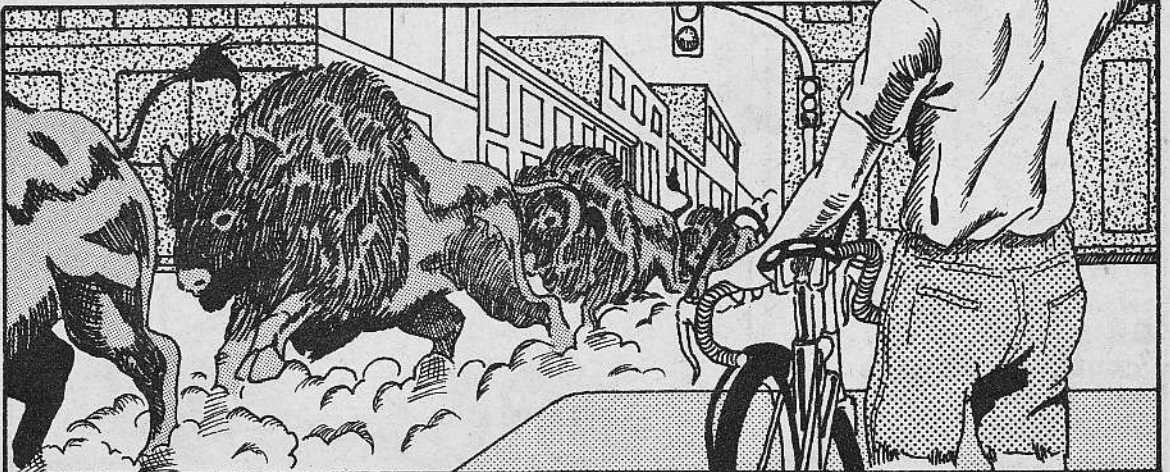


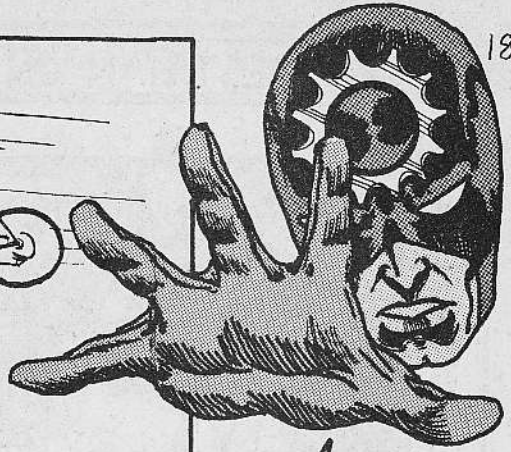
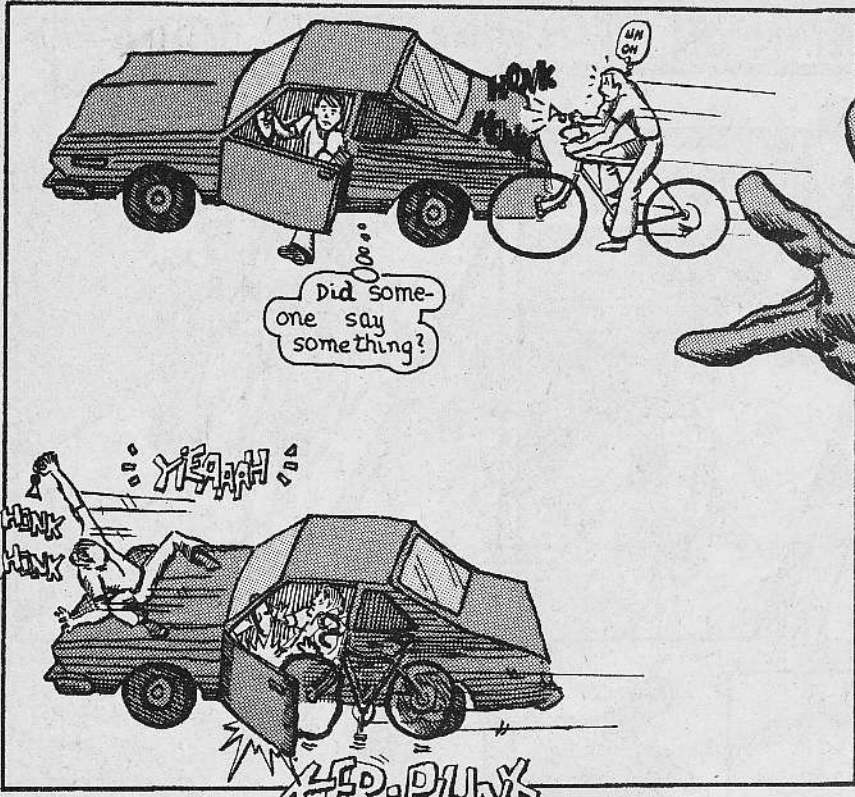
SAY IT!



Be a pedestrian:
WALK YOUR BIKE

- when you're tired
- when a hill's too steep
- when an intersection is too complicated
- when the buffalos come to town.





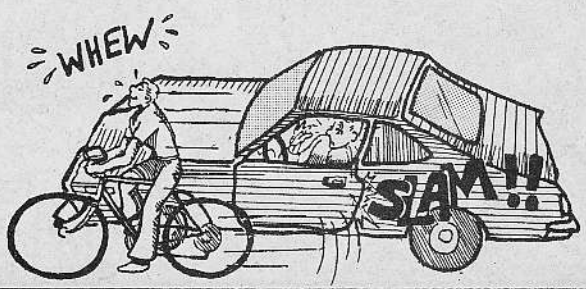
WATCH OUT FOR OPENING CAR DOORS!!

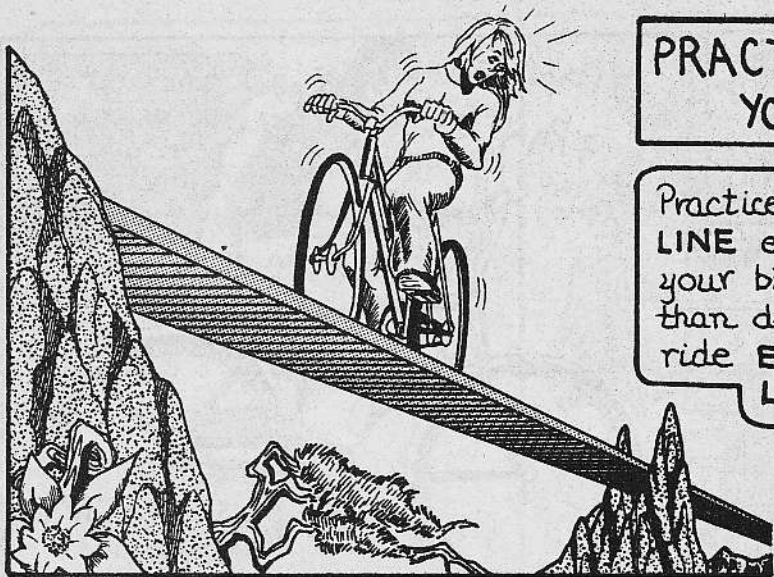


DON'T WASTE YOUR TIME FIDDLING A HORN OR BELL. GO FOR YOUR BRAKES AND.... **SCREAM!!!** MOVE LEFT BUT... DON'T SWING INTO TRAFFIC!!



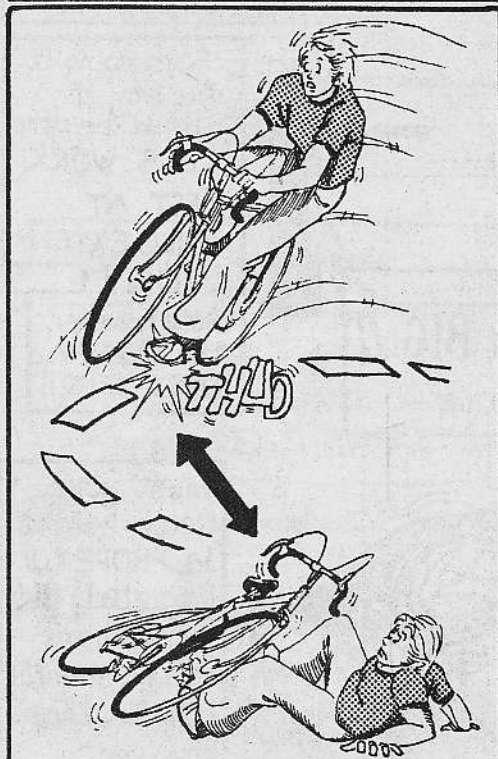
DON'T RIDE TOO CLOSE TO PARKED CARS.....
 -KEEP AN EYE OUT FOR DRIVER'S HEAD AS YOU APPROACH.....
 -WATCH OUT FOR DOUBLE-PARKING CARS 'CAUSE PASSENGERS MAY JUMP OUT ON YOUR LEFT.





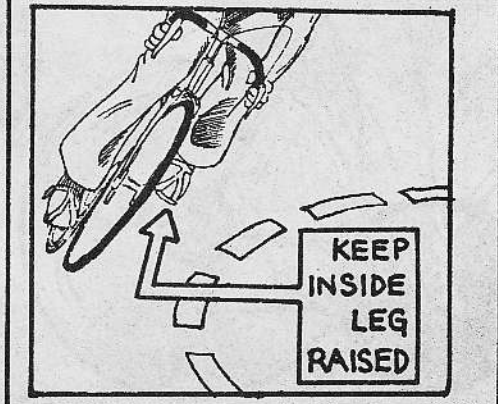
PRACTICE RIDING YOUR BIKE !!

Practice riding in a **STRAIGHT LINE** every time you get on your bike (it's easier said than done). Knowing how to ride **EVENLY** may save your **LIFE**, especially on narrow roads!



Around **CORNERS**, keep your **INSIDE** leg raised or you'll take a spill!

RIDE CREATIVELY. Try back roads where few cars (and bikes) roam. You'll see a lot more and breathe a lot **LESS** pollution!

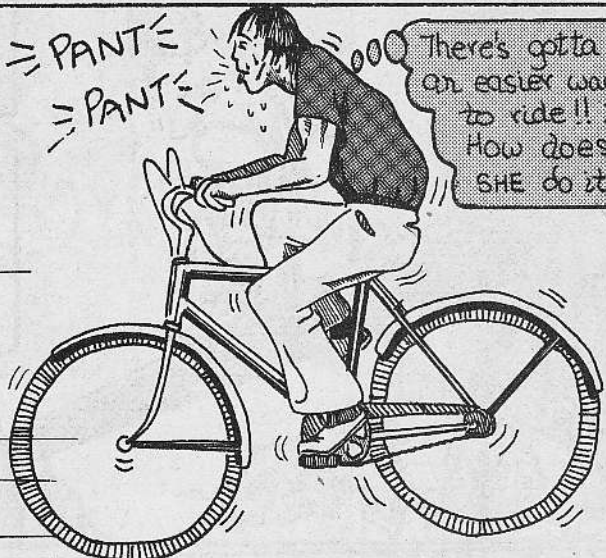
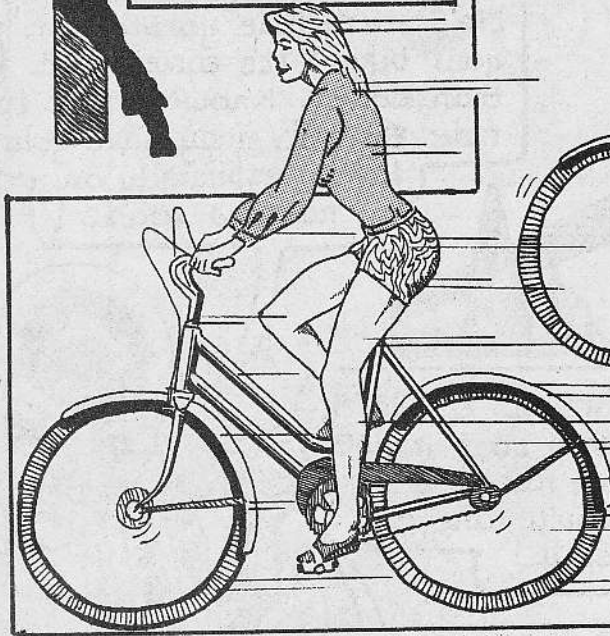


USE FULL LEG EXTENSION!!

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

≡PANT≡
≡PANT≡

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



Louis Aronow

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

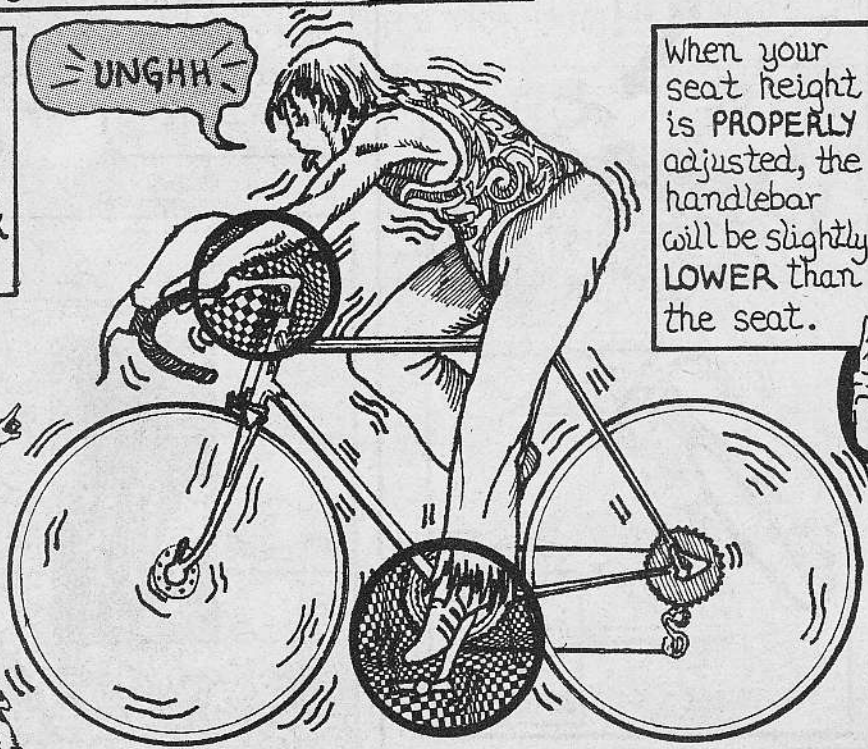
Note, however, the **SLIGHT KNEE BEND!!**

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 **GOOSE-NECK LENGTH** as well!

≡UNGH≡

When your seat height is **PROPERLY** adjusted, the handlebar will be slightly **LOWER** than the seat.



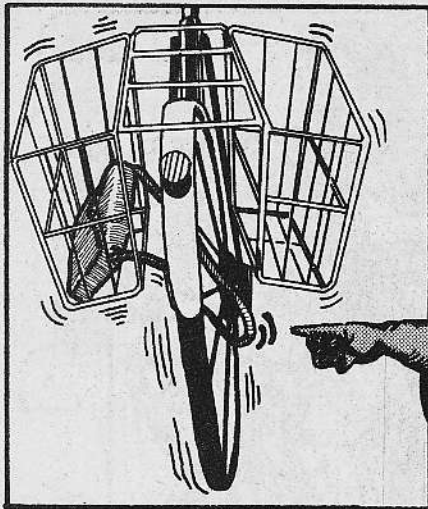
"DON'T CARRY ANYTHING THAT MAY HAMPER YOUR CONTROL OF YOUR BIKE!"
 Plan ahead and use a BACK-PACK !!



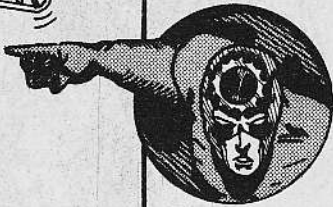
Front baskets have a center of gravity that's way too high.... which makes for awkward steering. **REAR BASKETS** work better!



Louis Aron

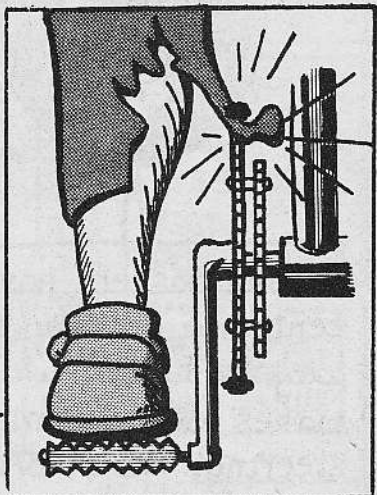


WATCH OUT for objects that may **DANGLE**, like a purse strap or chain.... they will **CATCH** in your wheels !!

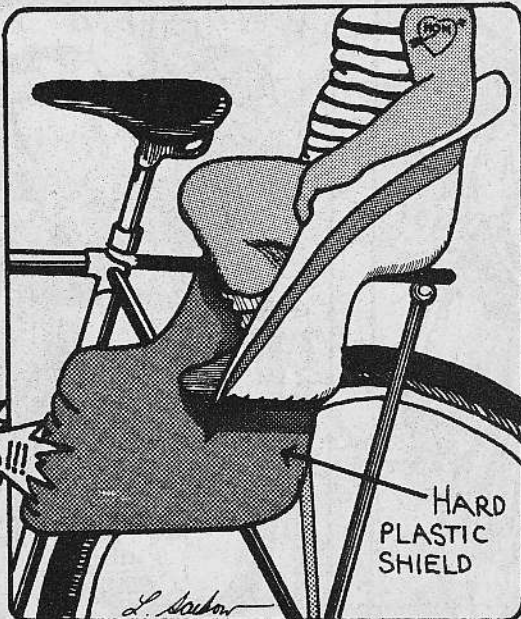
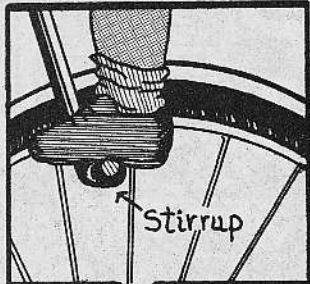


This goes for **PANT CUFFS** as well!

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.

Use a **STRONG, FIRM RACK** to support the baby seat.



L. Sackor



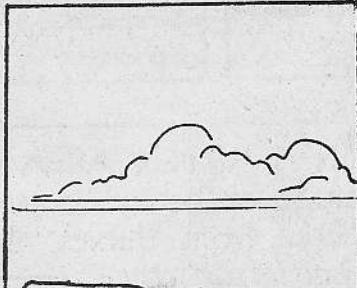
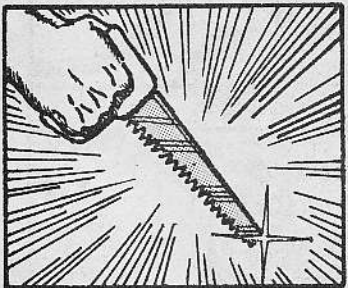
Save a tree and your bike !!

Don't lock your bike to a sapling.

And **DON'T EVER** lock your bike to itself !!

Every time you lock your bike, follow these **RULES** :

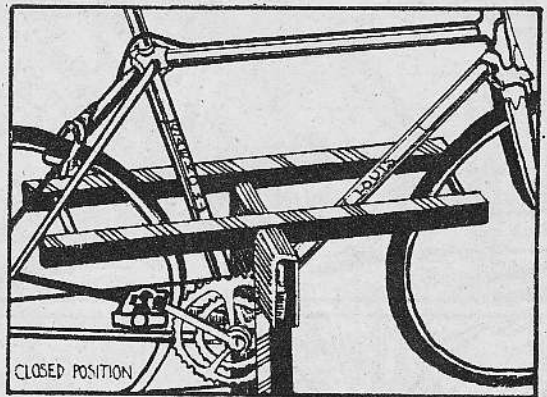
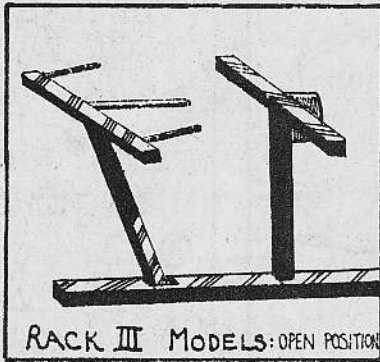
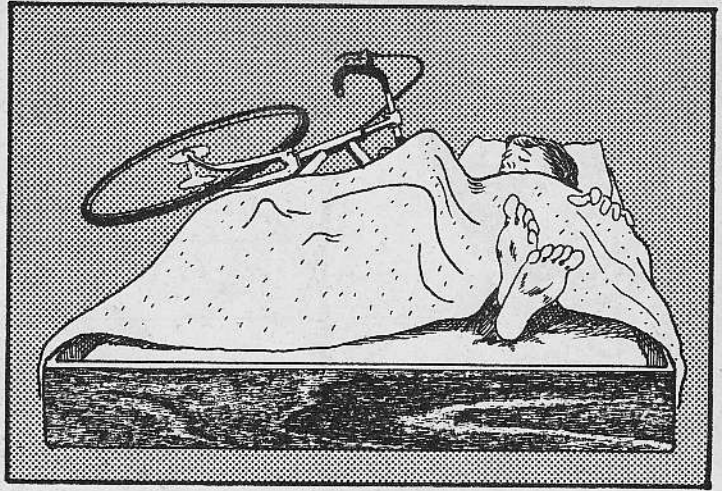
- ① Put the chain through **BOTH** wheels and the frame.
- ② Then put the chain around a **SOLID, STATIONARY** object.
- ③ Be sure to keep your lock well off the ground (which makes it harder to snap)!



WHENEVER POSSIBLE,
TAKE YOUR BIKE
WITH YOU !!

Otherwise, park
in a **HIGHLY**
VISIBLE location.

Use **LOCKERS**
and/or **FRAME**
RACKS, if available



DON'T PARK IN A HIDDEN AREA! "Hiding"
your bike in a garage or behind some bushes
never hides your bike from thieves. It just
gives them more cover while they
STEAL your bike!

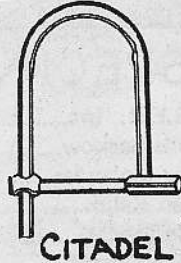
And **DON'T**
PARK NEAR
DOORS OR IN
OPEN PLAZAS
where people
might fall
over your
bike!



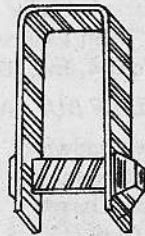
NO LOCKING SYSTEM IS FOOL-PROOF !!



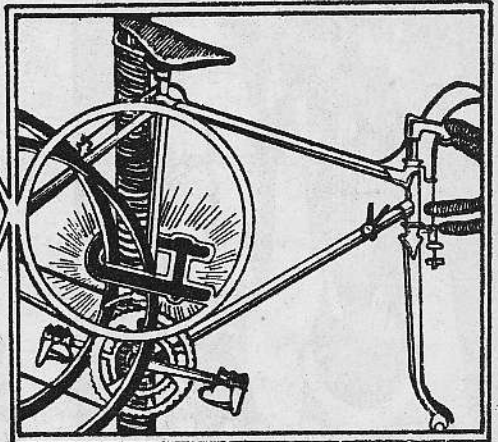
However, the **CITADEL** and **KRYPTONITE** bike locks do provide **MAXIMUM SECURITY!** Particularly for those with quick-release, it is best to remove your front wheel and lock it as well.



CITADEL



KRYPTONITE

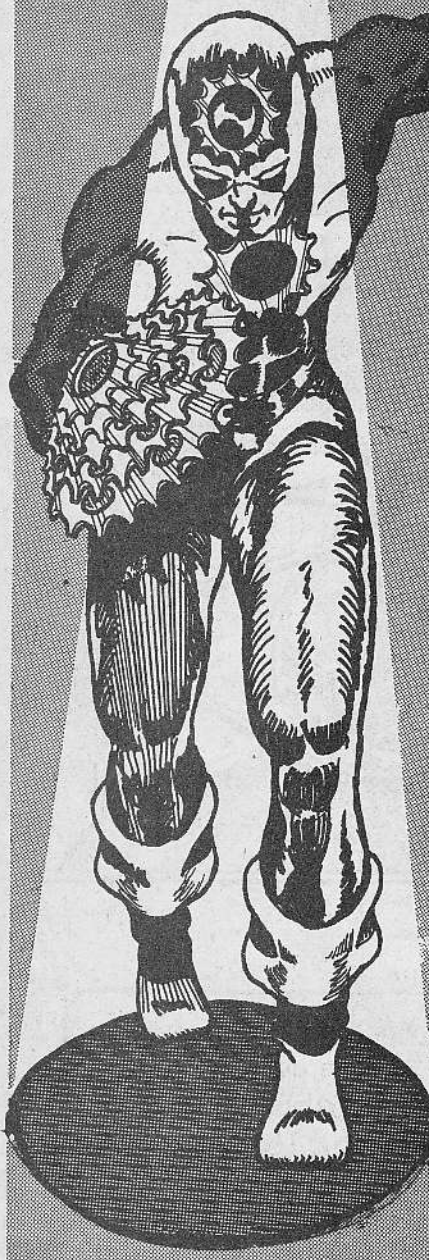


AT THE VERY LEAST, use a heavy chain (5/16" alloy) or cable and a good padlock. **NEVER** use a flimsy combination lock and chain !!

LICENSE your bike! If it does get stolen, you can recover it much more easily.

THANK YOU, IT'S BEEN A PLEASURE HELPING YOU BECOME A SAFER CYCLIST. AND NOW I'D LIKE TO THANK THE PEOPLE WHO MADE ME POSSIBLE.....

ACKNOWLEDGEMENTS:



But first, if you would like to help good people expand and improve the world of bicycling, contact Urban Scientific and Educational Research, Inc., at W20-002, MIT, Cambridge, MA. 02139, and the Urban Bikeway Design Collaborative, P.O. Box 2983, Stanford, Ca. 94305; and now.....



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FELLOW BUFFALO

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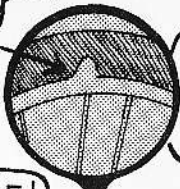
AND NOW.... A QUICKIE BIBLIOGRAPHY

Tom Cuthbertson, ANYBODY'S BIKE BOOK, Ten Speed Press, Berkeley, Ca., 176 pp., \$3.00
 Tom Cuthbertson, BIKE TRIPPING, Colonial Press, MA., 172 pp., \$3.00
 Fred DeLong, DeLONG'S GUIDE TO BICYCLES AND BICYCLING, \$12.95
 John Forrester, EFFECTIVE CYCLING: A HANDBOOK FOR SAFE, FAST BIKE TRAVEL, available from J. Forrester, 782 Allen Court, Palo Alto, Ca., \$7.95
 David J. Luebbers, 1975 BICYCLE BIBLIOGRAPHY, available from D. Luebbers, Rt. 3, Box 312, Columbia, MO. 65201, 148 pp., \$3.50
 Eugene Sloane, NEW COMPLETE BOOK OF BICYCLING, \$12.95
 John Williams, "San Luis Obispo Study" in BIKEWAY DESIGN ATLAS, available from UBDC, W20-002, MIT, Cambridge, MA. 02139, 126 pp., \$5.00

...AND MAY THE WIND ALWAYS BE AT YOUR BACK.

THIS BIKE IS IN SAD SHAPE!

BLIP in the tire... May cause PUNCTURE!

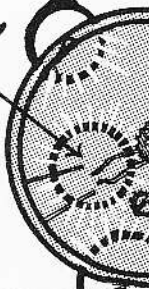


SEAT IS too low... It should be an inch above handlebars.

Inspect your bike to make sure it doesn't have the same problems.

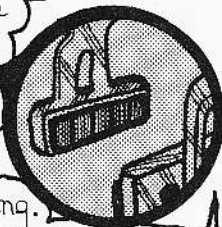
When adjusting, be sure to leave 2" in seat and stem tubes!!

Broken spokes! Get them replaced... but fast!



Adjust gears

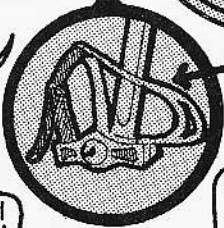
Brakes need adjusting. Brake shoes worn... NEW ONES ARE CHEAP!



Tire is under-inflated. Inflate all tires to CORRECT pressure.



Chain is dry! Keep it OILED!!



Try TOE CLIPS!! Well-adjusted ones are NOT dangerous... They help in:
 - CLIMBING HILLS...
 - KEEPING BALL OF FOOT FROM SLIPPING OFF PEDALS...
 - INCREASING EFFICIENCY AND LESSENING FATIGUE.

Grease hubs every 6 months

Louis Sabro

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.

