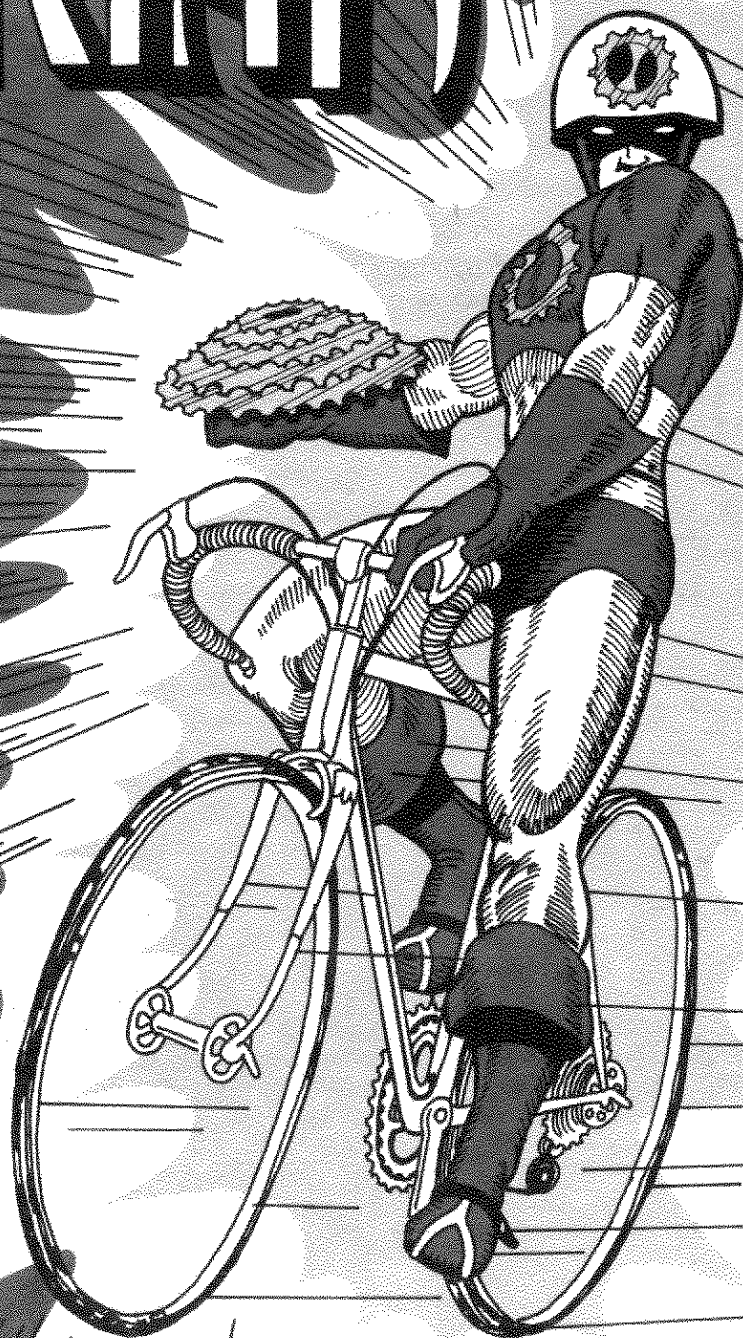




SPROCKET MAN



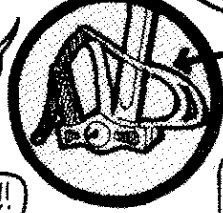
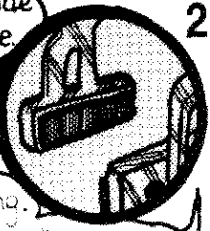
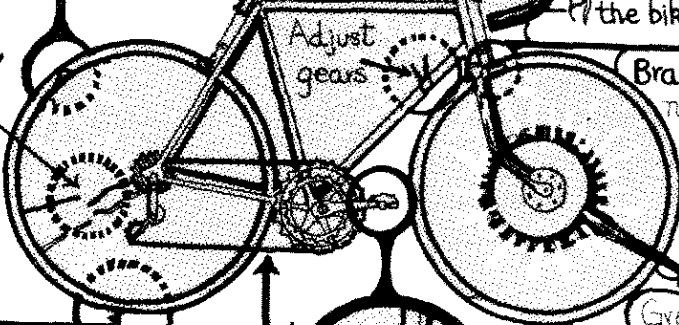
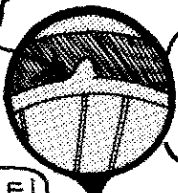
BLIP in the tire... May cause PUNCTURE!

THIS BIKE IS IN SAD SHAPE!

SEAT is too low. It should be adjusted to the rider's size. When adjusting, be sure to leave enough seat tube inside the bike frame.

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

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



Try TOE CLIPS!! well-adjusted ones require practice, but they may help in:
 - CLIMBING HILLS...
 - KEEPING BALL OF FOOT FROM SLIPPING OFF PEDALS...
 - INCREASING EFFICIENCY AND LESSENING FATIGUE.

Grease hubs every 6 months

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 in accordance with manufacturer's specifications?

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 turn 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 rust
 lubricate your chain!

if when pedaling, you feel a clunk every time around
 stop immediately, and take to an expert repair-person

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

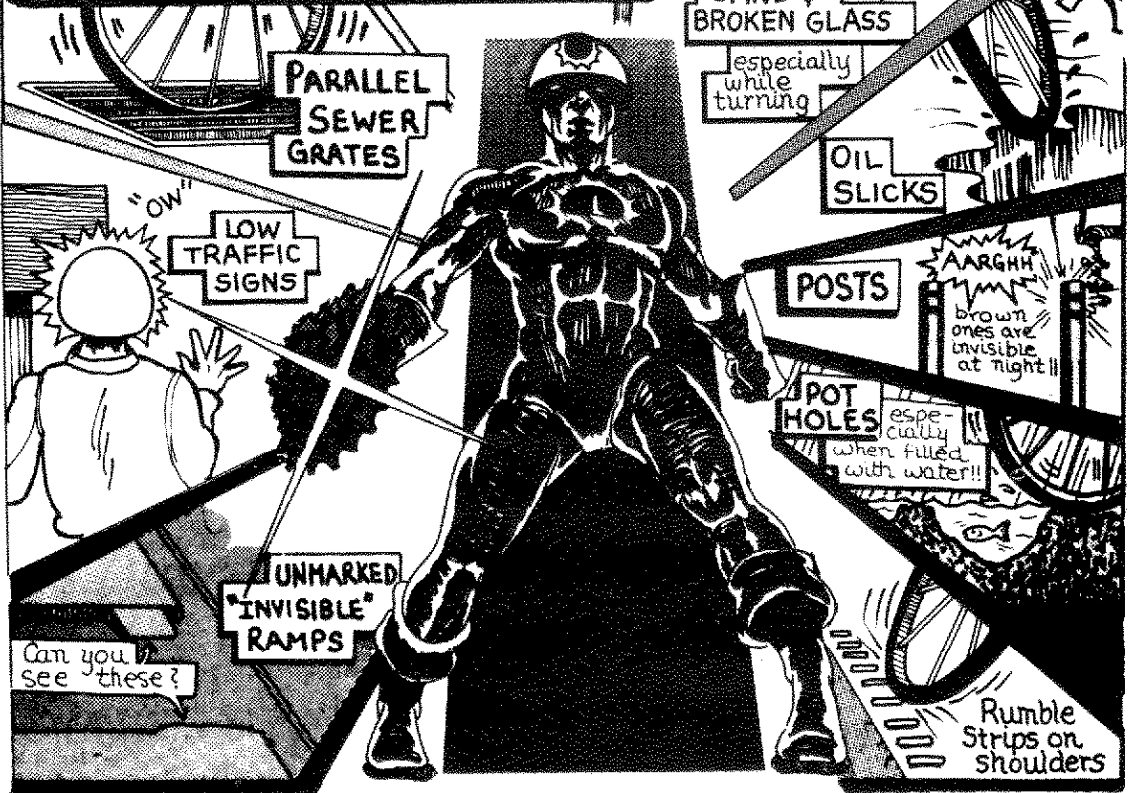
The sheer **NUMBER** of bikes in use these days shows that the days when bikes were merely **TOYS** for kids are **BYGONE**.... and that the **ANARCHY** of the cyclist can be afforded **NO LONGER!**

Young children should not ride at night. Children under age nine should not ride in the roadway as they do not have the skills to identify and avoid dangerous situations.

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 or state bicycle/pedestrian coordinator. Tell him or her you've found a **"DANGEROUS AND DEFECTIVE CONDITION"** and where it is. (A PICTURE MIGHT HELP.)



GRAVEL SAND & BROKEN GLASS

especially while turning

OIL SLICKS

POSTS

AARGHH
brown ones are invisible at night!!

POT HOLES

especially when filled with water!!

UNMARKED "INVISIBLE" RAMPS

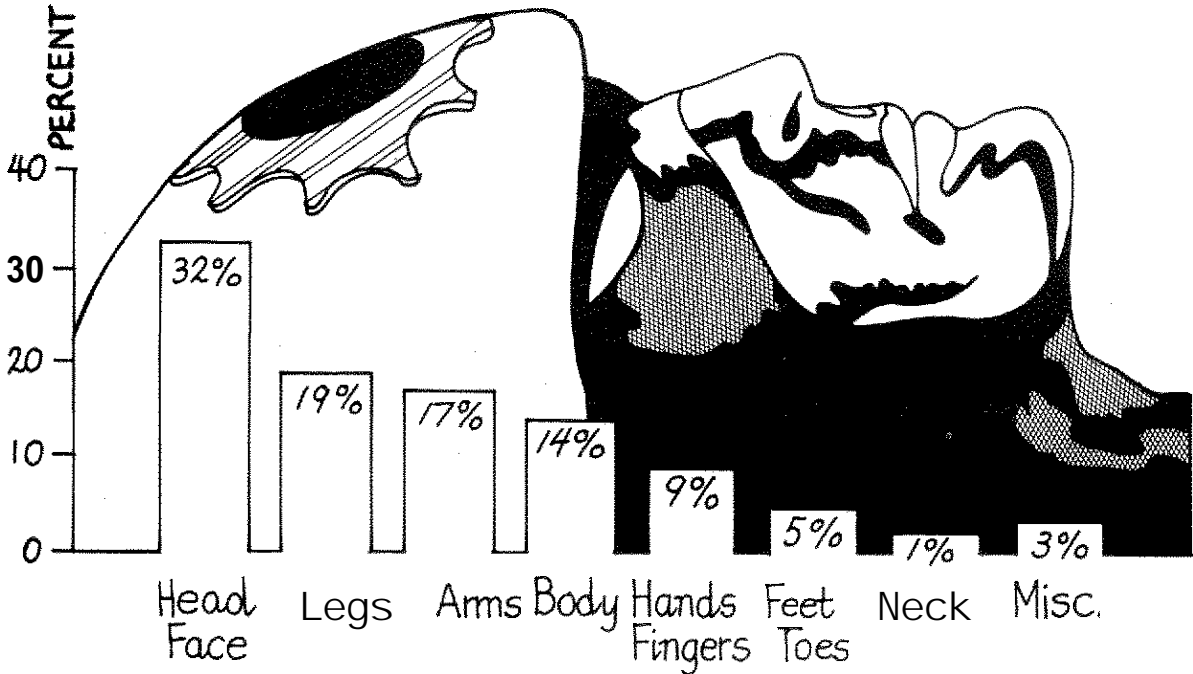
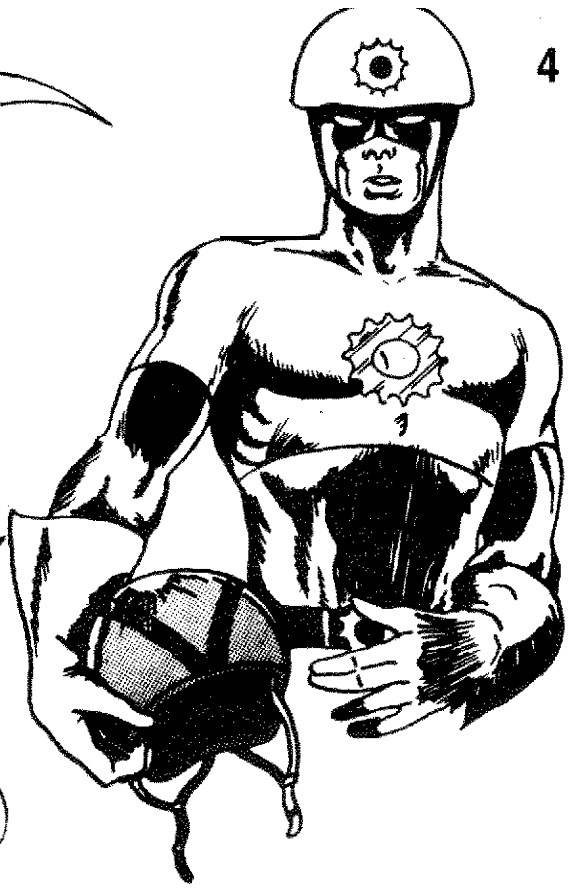
Can you see these?

Rumble Strips on shoulders

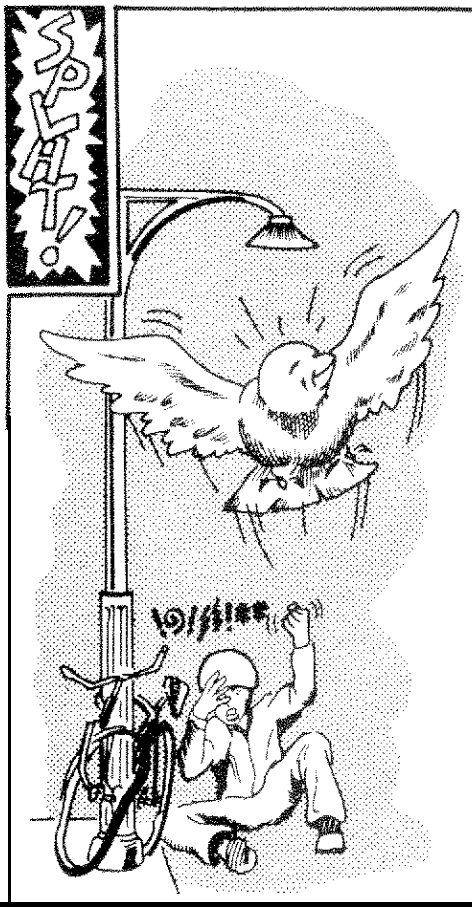
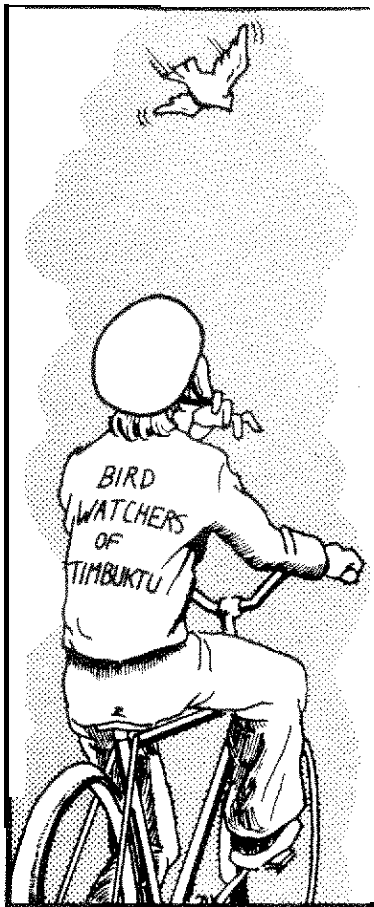
About 3/4 of all bicycle-related deaths result from head injuries.

HELMETS help avoid head injuries!

Choose a helmet with the help of a dealer to assure proper fit. If the helmet is involved in a crash, replace it or have it examined by the manufacturer before reuse.



Statistics from the CPSC National Electronic Injury Surveillance System (NEISS)

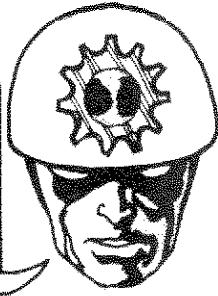


PAY
ATTENTION
AND
KEEP
YOUR
EYES
ON
THE
ROAD!!

5



BE SEEN DAY AND NIGHT! During the day, wear darker colors, to contrast with surroundings. At night wear reflective trimmed clothing, or apply reflective trim to your clothes.

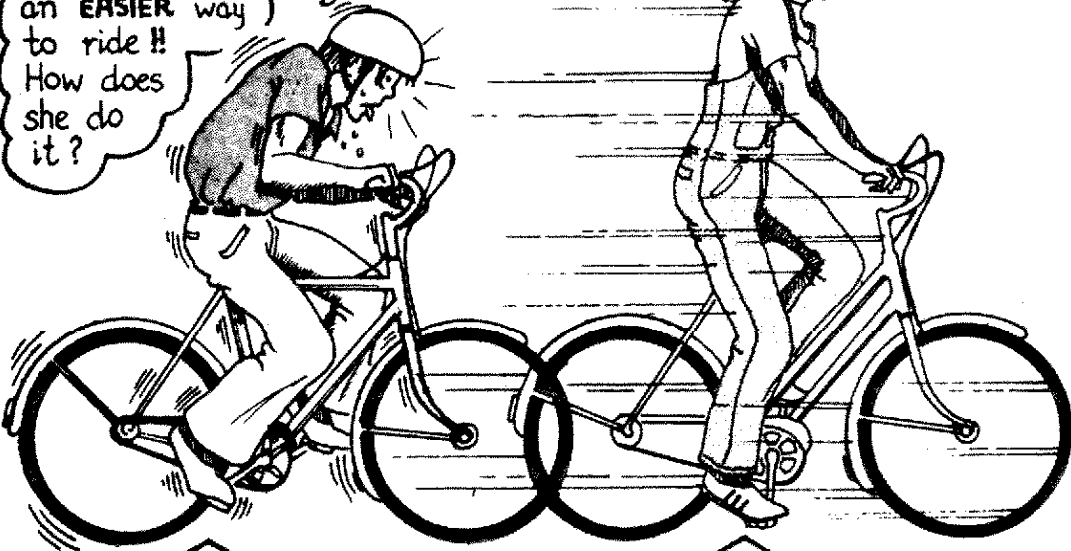


- Make sure these are attached to bike:
- ☀ WHITE HEADLIGHT.
 - ☀ REAR RED REFLECTOR.
 - ☀ WHITE OR YELLOW REFLECTOR ON PEDALS.
 - ☀ YELLOW OR WHITE (IN FRONT) AND RED OR WHITE (IN REAR) SIDE REFLECTORS.

Also, never wear headphones while riding. Headphones impair your ability to hear motor vehicle and bike traffic.

PANT PANT

There's gotta be an EASIER way to ride!! How does she do it?



Try WALKING like THAT.... Low efficiency, eh? So use FULL LEG EXTENSION.....

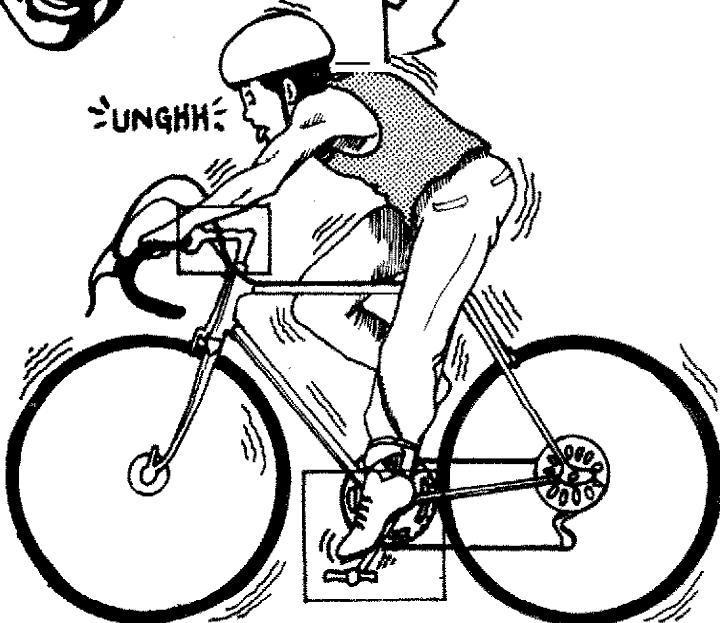
.... the way she's doing it!! LEGS WORK BEST AT FULL EXTENSION! Note, however, the SLIGHT KNEE BEND.



NEVER RIDE A BIKE THAT'S TOO BIG FOR YOU! You simply have too little control!

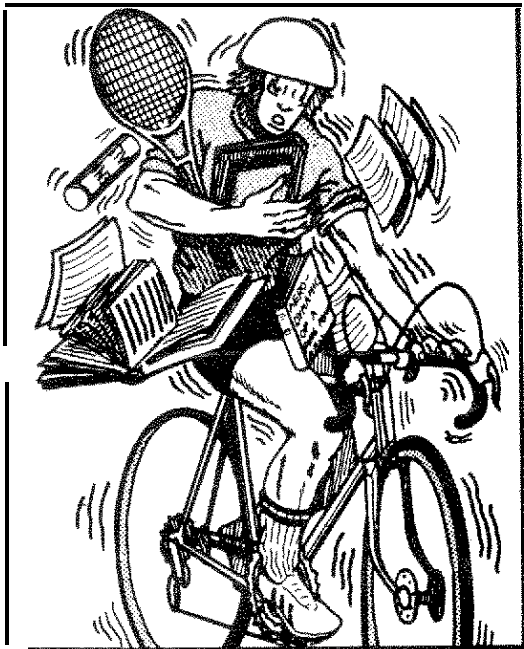
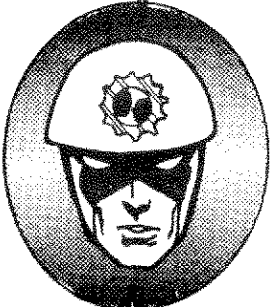
This applies to SEAT HEIGHT and STEM LENGTH.

UNGH!

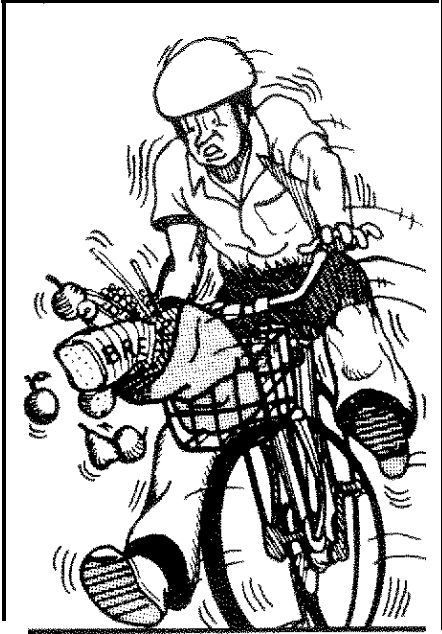


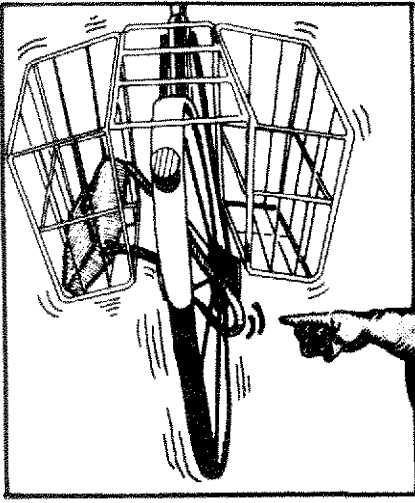
When your seat height, is PROPERLY adjusted, the handlebar will be slightly LOWER than the seat.

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

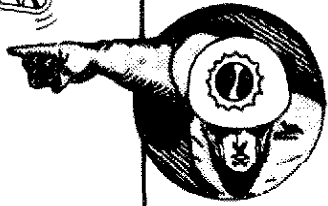


Front baskets have a center of gravity that's way too high.... which makes for awkward steering. REAR BASKETS AND RACKS work better!



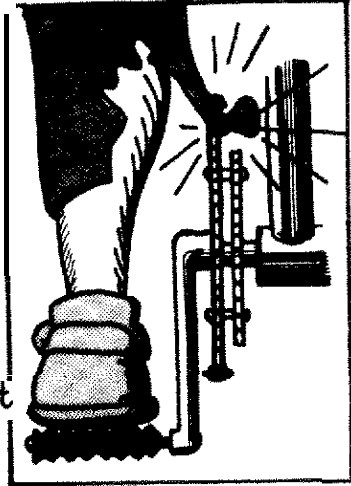


WATCH OUT for objects that may **DANGLE**, like a purse strap or chain.... they will **CATCH** in your wheels !!

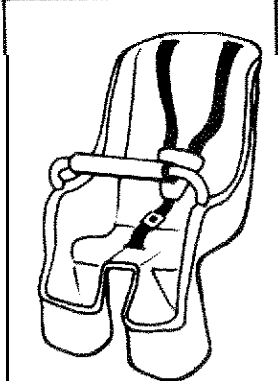
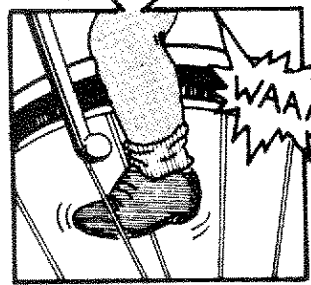
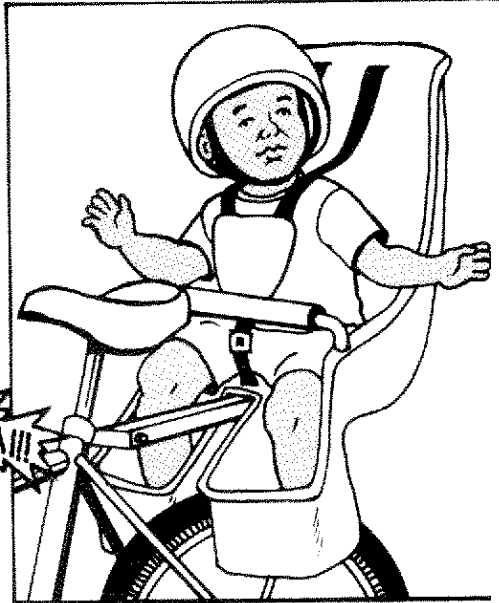
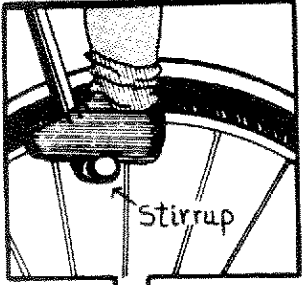


This goes for **PANT CUFFS** as well!

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

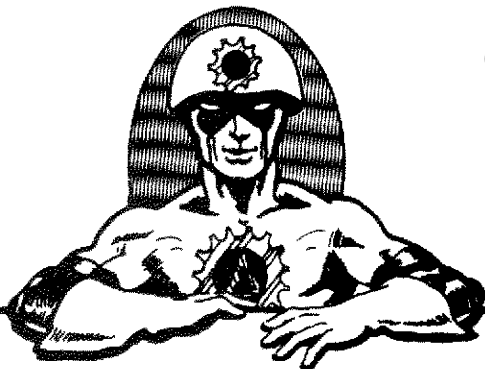


And for you parents... or rather - more importantly - for your children. make **SURE** their feet will not be caught in the wheels. Baby seats with only **STIRRUPS** to support the baby's feet are **DANGEROUS** !

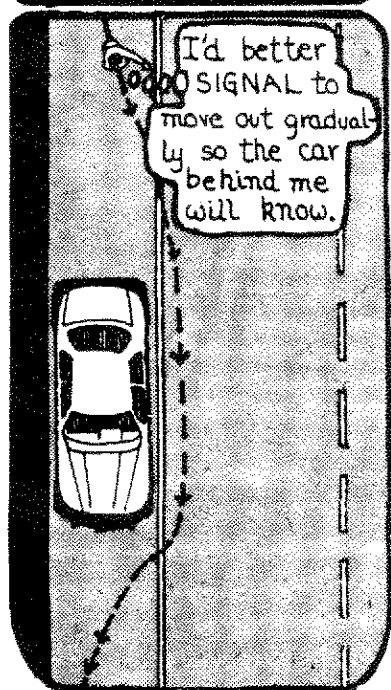
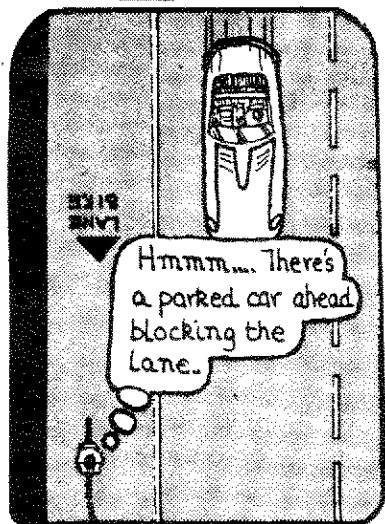


Child seats have been known to fall off Moving bikes with child **ATTACHED!**
FASTEN SEATS SECURELY!!

THINK AHEAD..



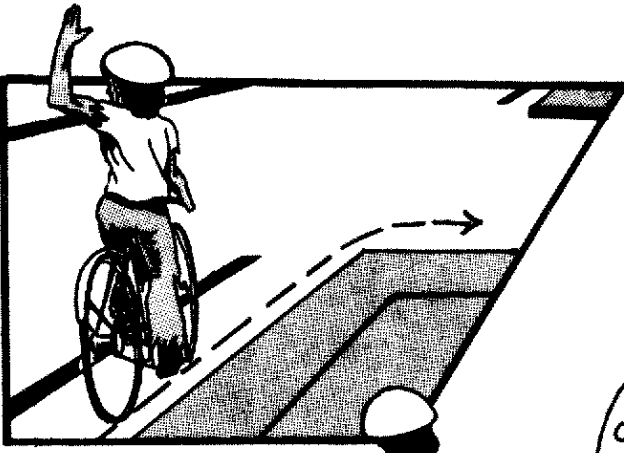
THE KEY CONCEPT TO SAFE BICYCLING
- BE PREDICTABLE - AND SIGNAL
YOUR MOVES!! COMMUNICATE.



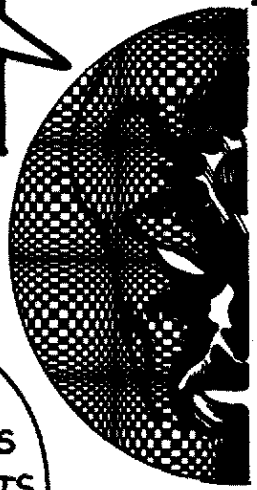
...SIGNAL...



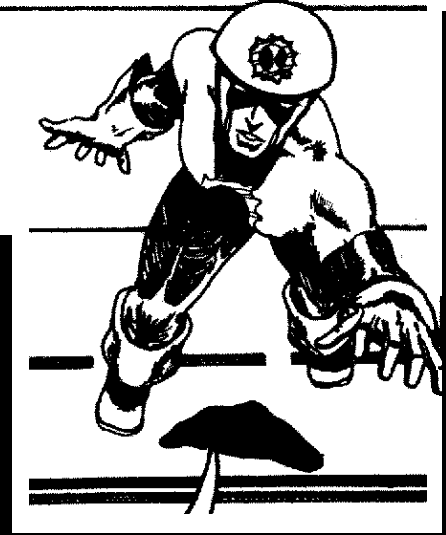
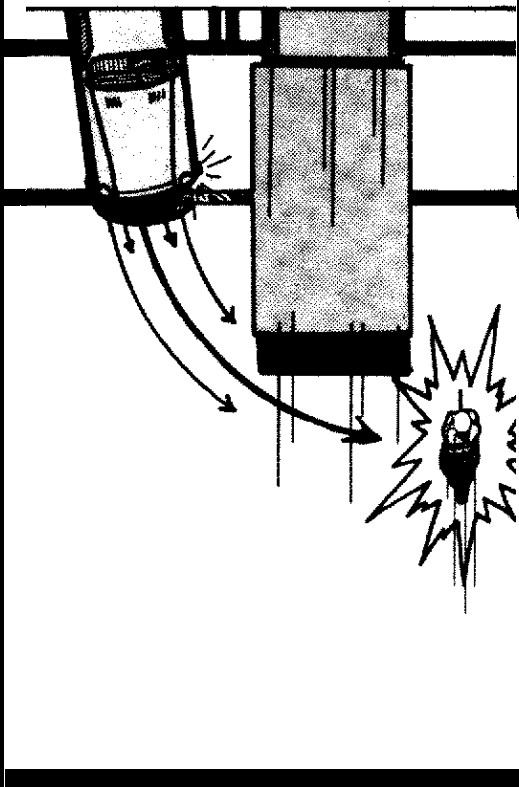
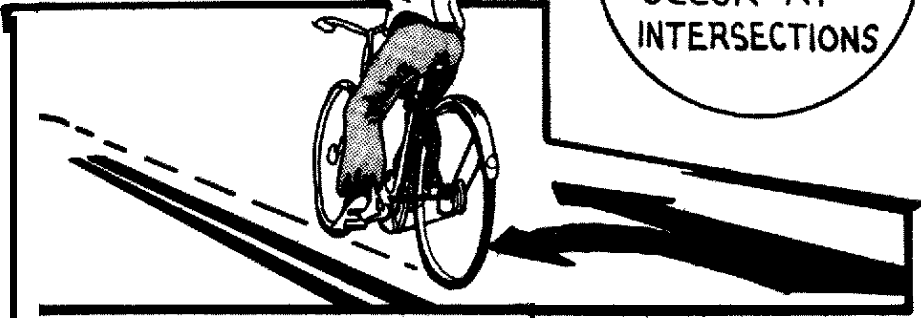
...LOOK, ESTABLISH
EYE CONTACT,
THEN MOVE
GRADUALLY
INTO TRAFFIC
TO PASS THE
PARKED CAR.



SIGNAL AT TURNS!

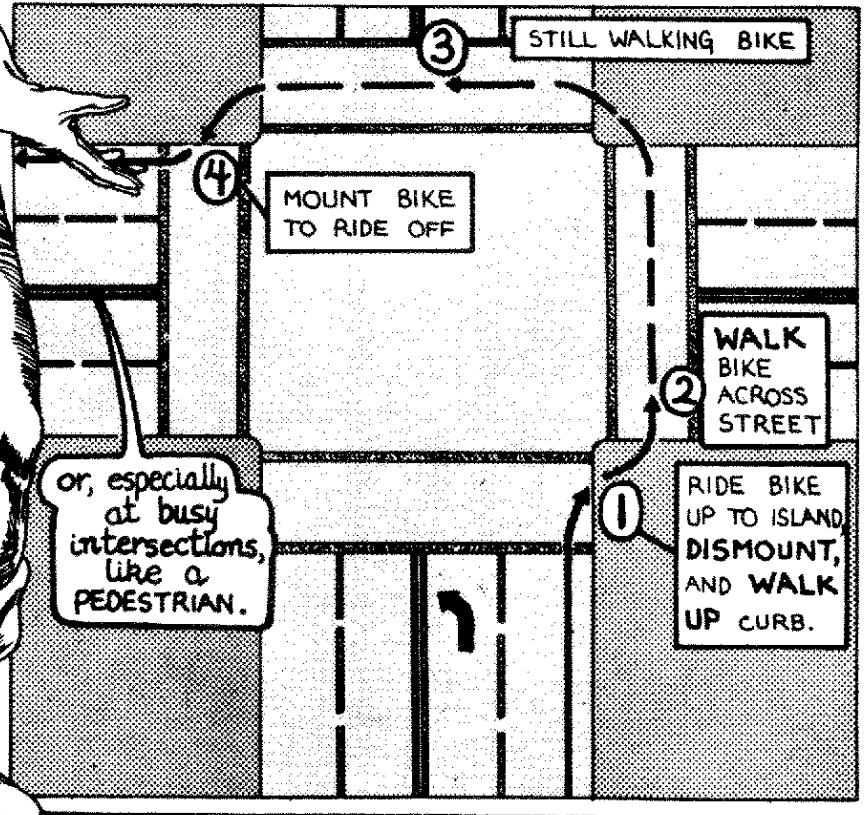
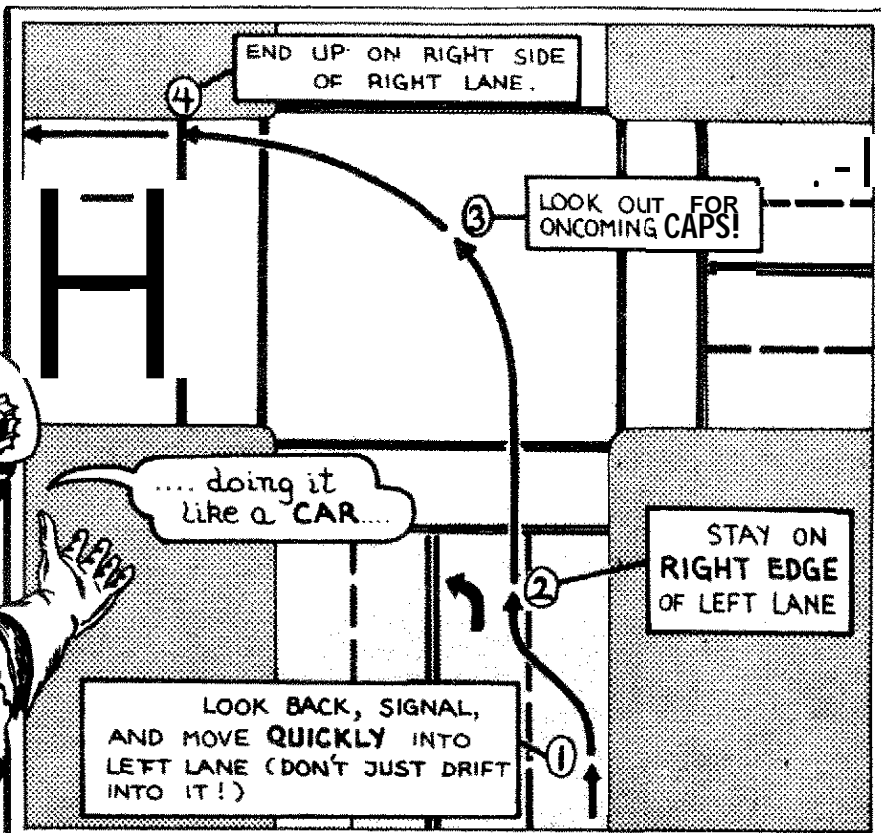


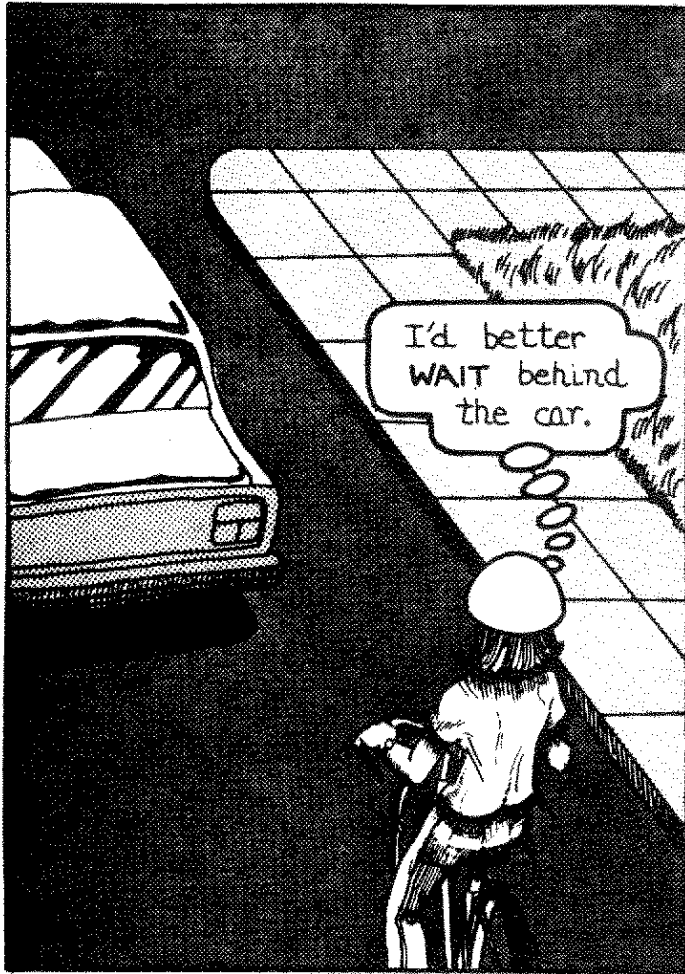
60-70 % OF ALL SERIOUS BIKE ACCIDENTS OCCUR AT INTERSECTIONS



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...





I'd better
WAIT behind
the car.

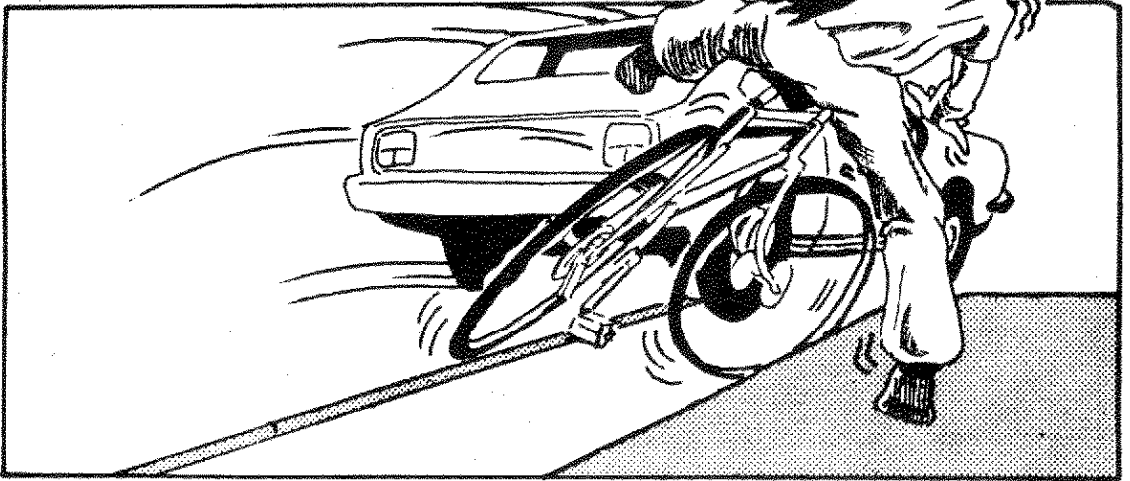
WAIT YOUR TURN
AT INTERSECTIONS!
Whether you are
going straight or
turning right...
**DON'T PASS A
CAR ON THE
RIGHT !!**

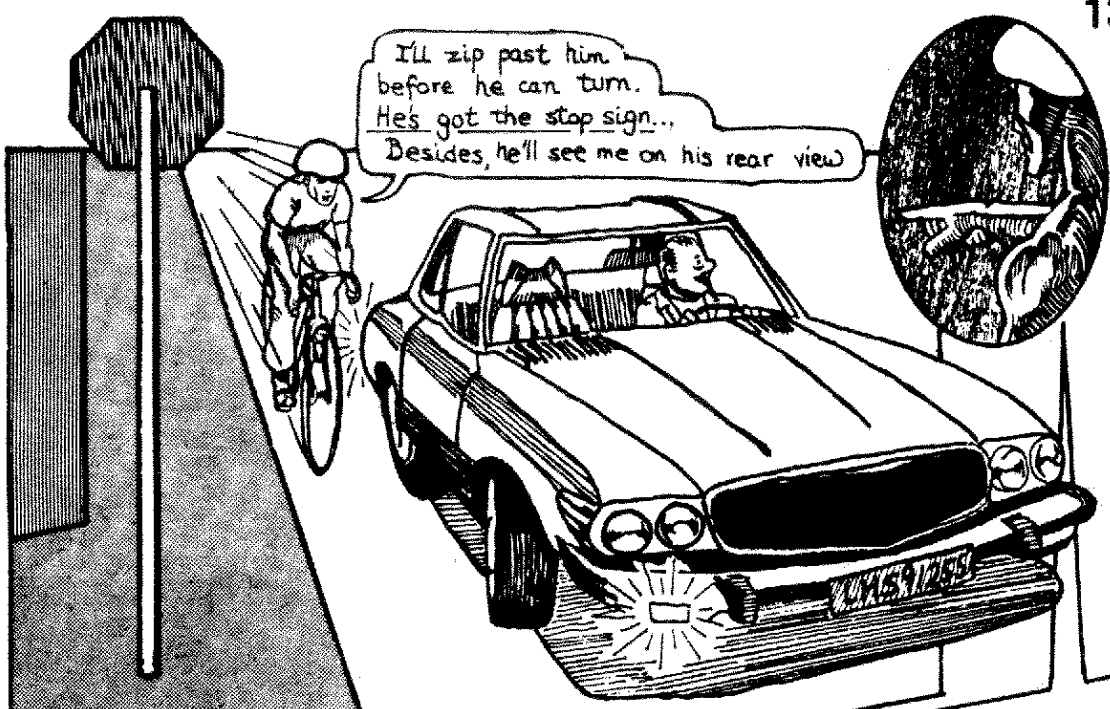
12



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

YEEHAWPS!

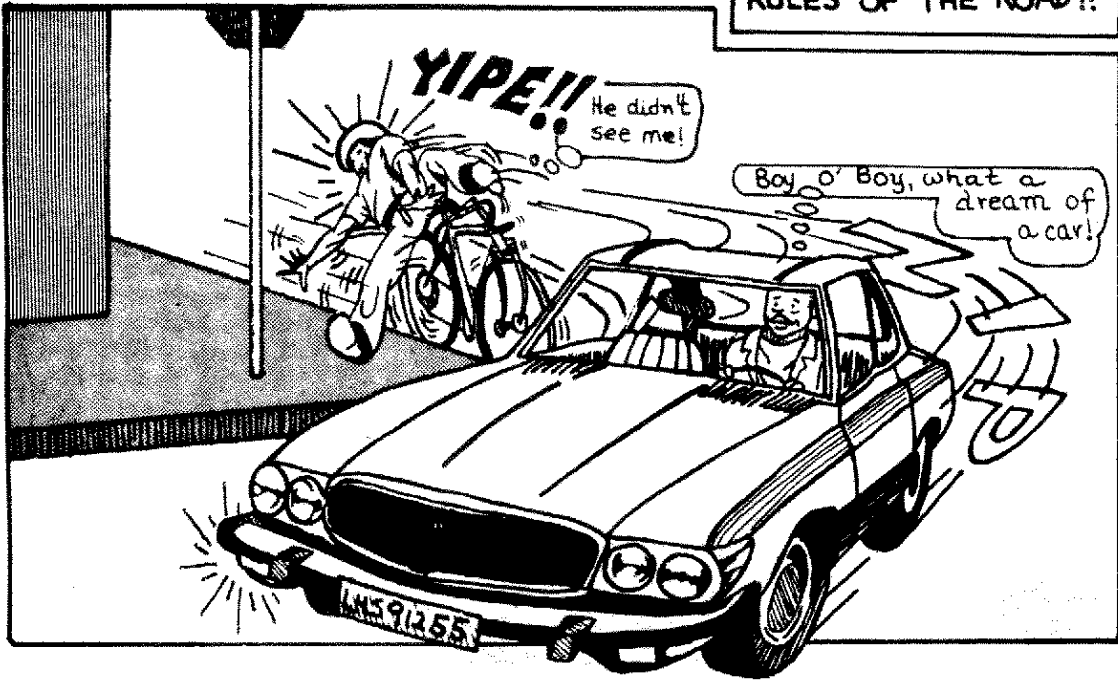




I'll zip past him before he can turn. He's got the stop sign... Besides, he'll see me on his rear view



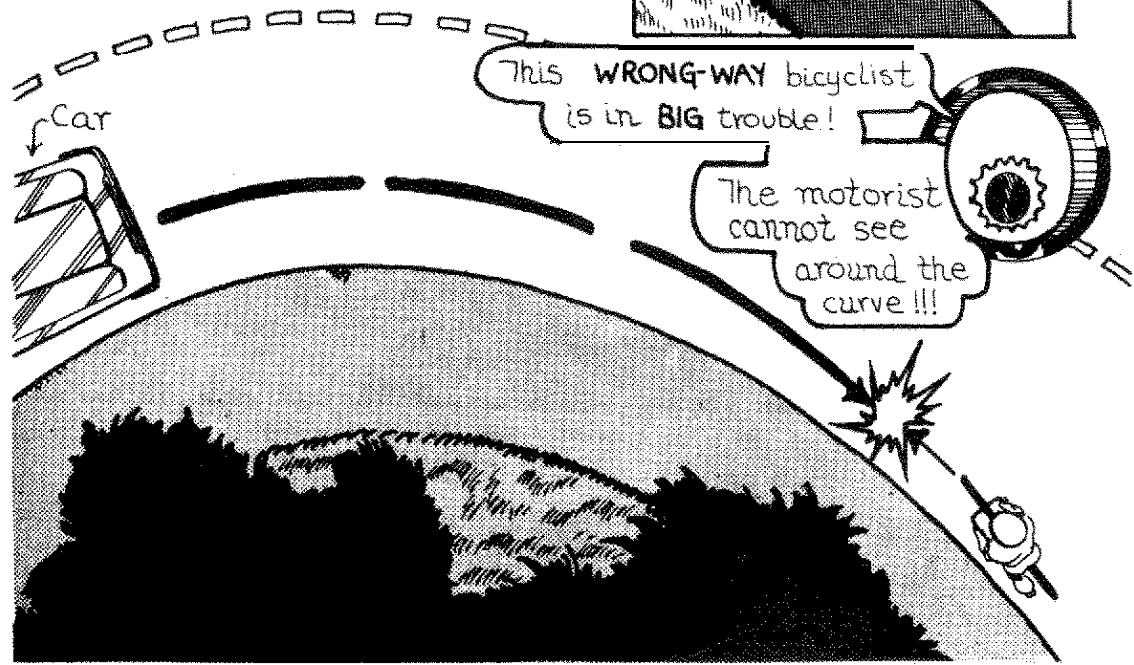
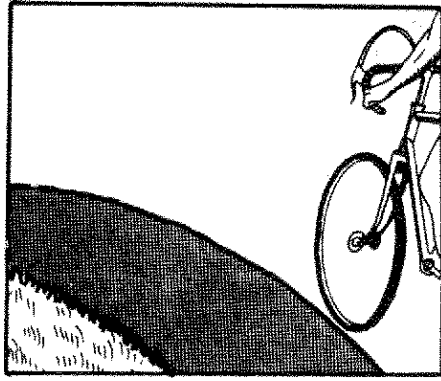
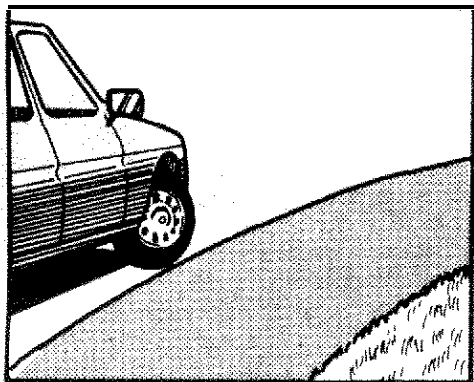
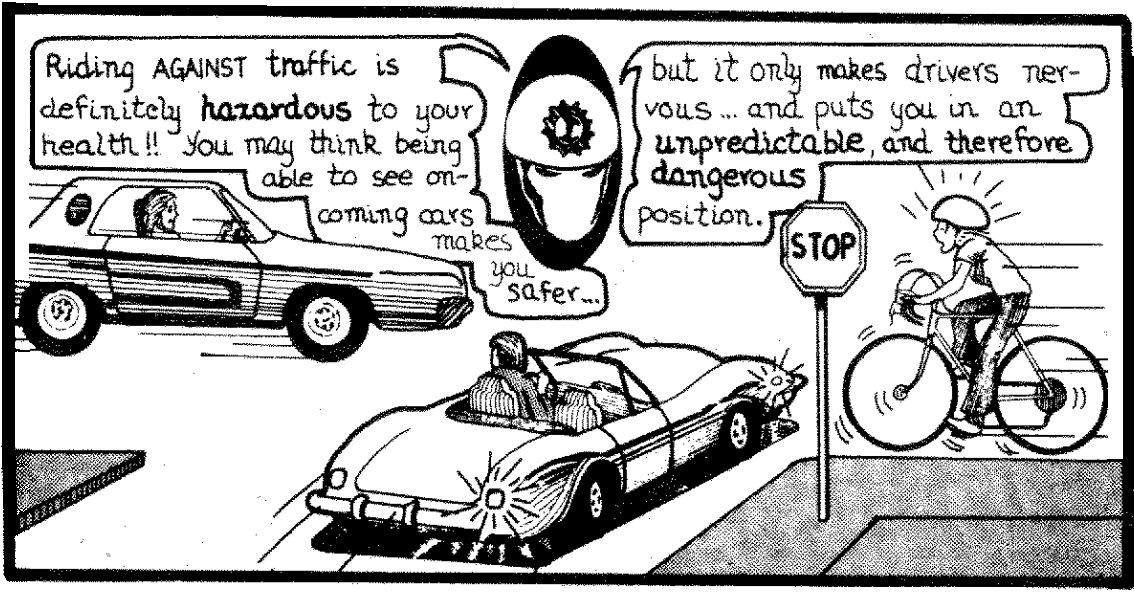
When bicycles are ridden as vehicles, they are subject to the state vehicle codes Under those laws, your status as bicyclist* is : "EVERY PERSON RIDING A BICYCLE UPON A ROADWAY HAS ALL THE RIGHTS AND DUTIES APPLICABLE TO THE DRIVER OF A VEHICLE." So STOP at all stop signs and stop lights AND OBEY THE RULES OF THE ROAD!!

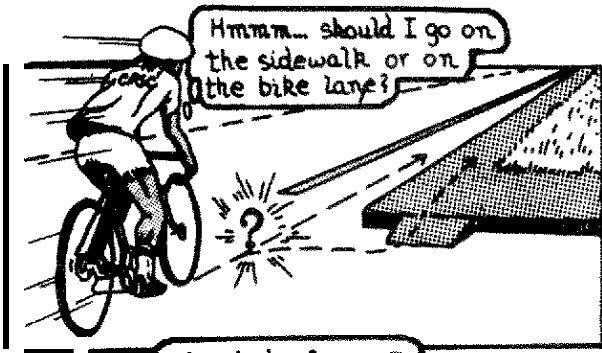


YIPE!! He didn't see me!

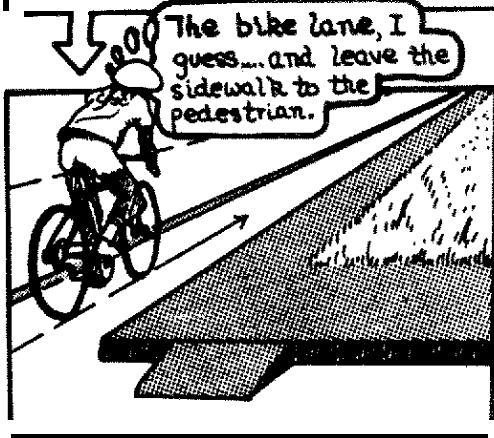
Boy o' Boy, what a dream of a car!

ME91255

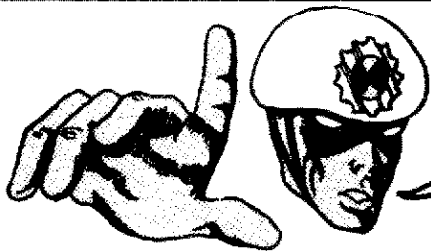
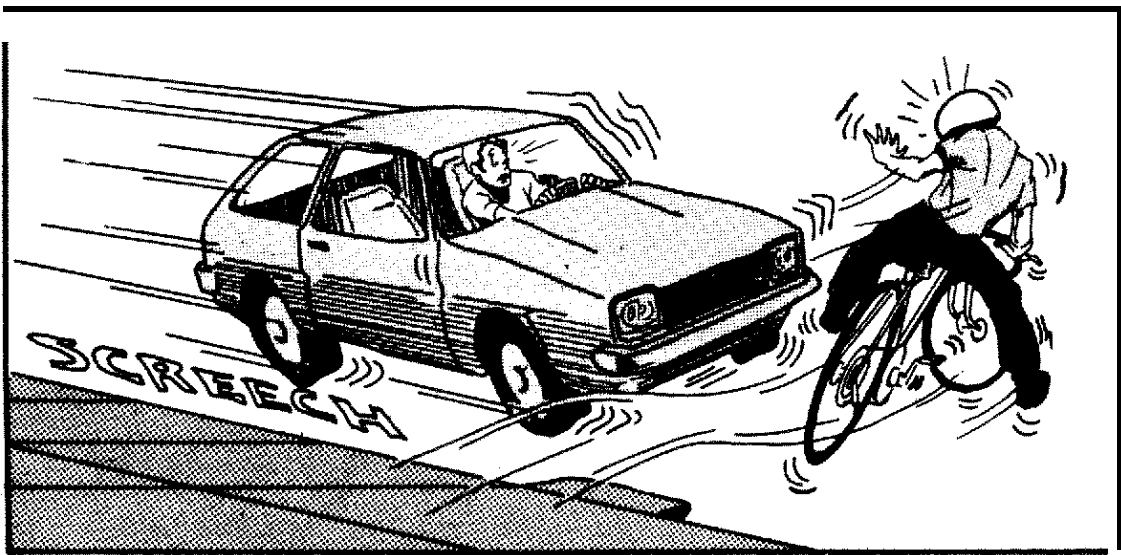




Use the **BIKE LANE** and street instead of the sidewalk and avoid pedestrian-bicyclist **CONFLICTS !!**



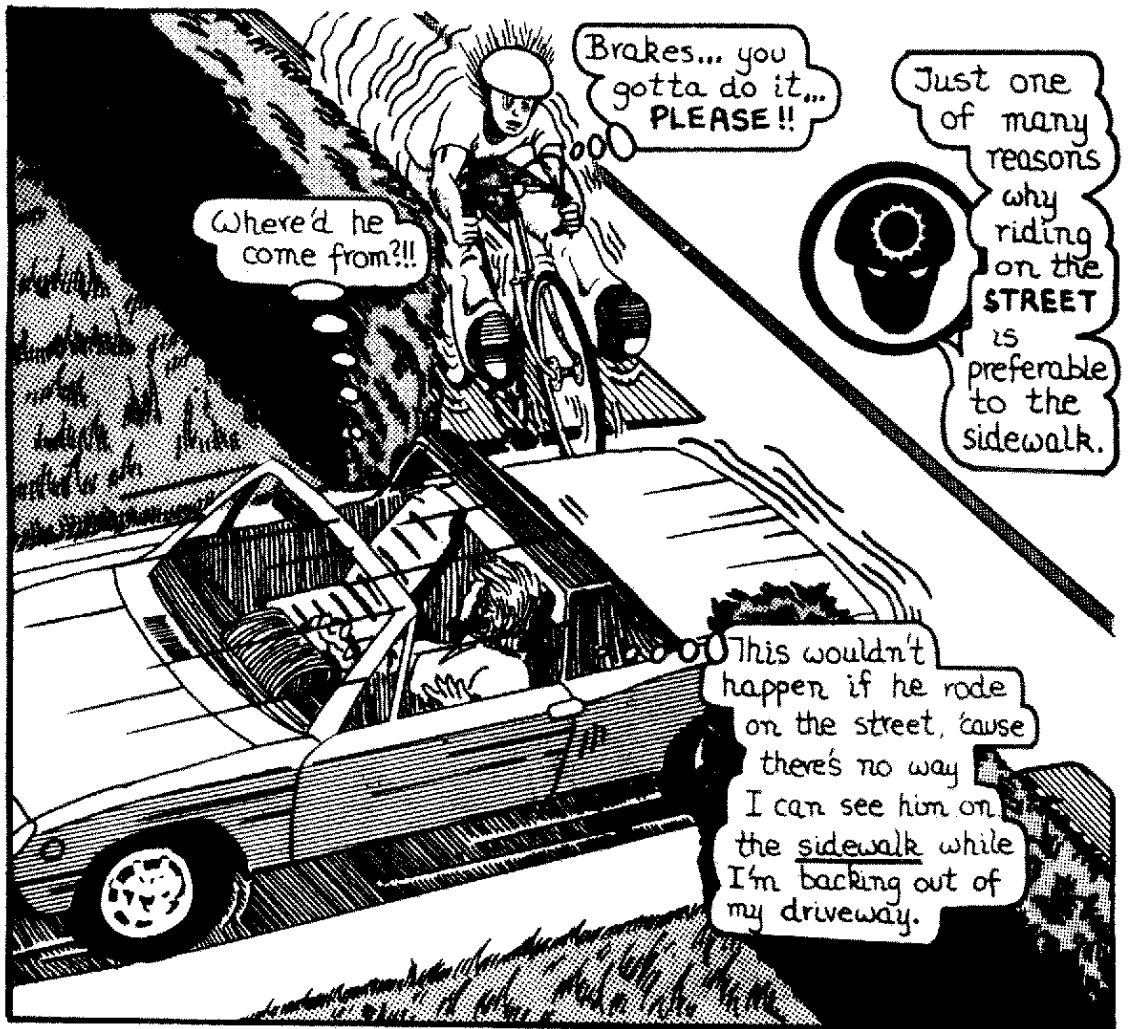
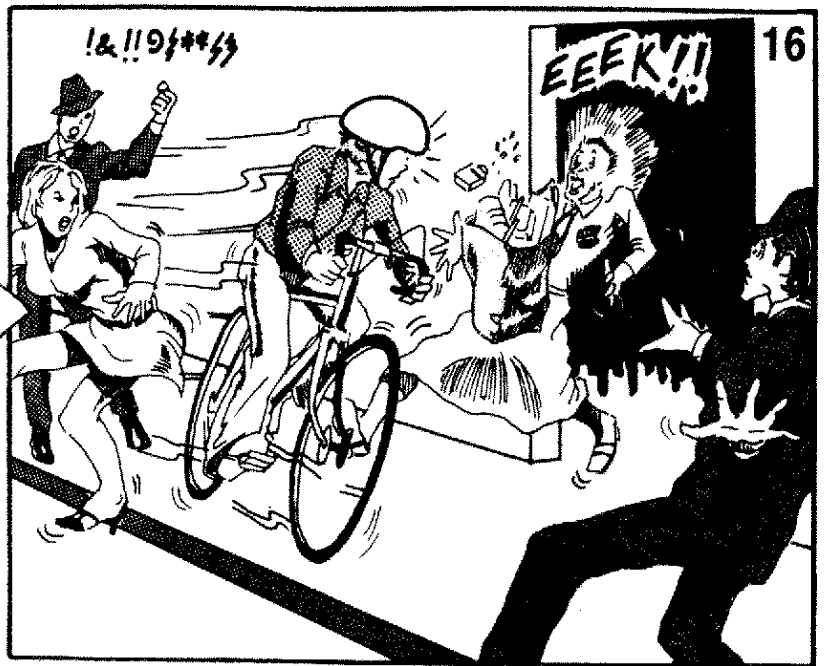
If you have to use the sidewalk, **DON'T FLY DOWN THE BIKE RAMP INTO TRAFFIC !!** Cars don't expect vehicles (including bikes) to come from anywhere but a street. **SO WATCH OUT !!**



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



**DON'T RIDE
ON BUSINESS
DISTRICT
SIDEWALKS!**



Where'd he come from?!!

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

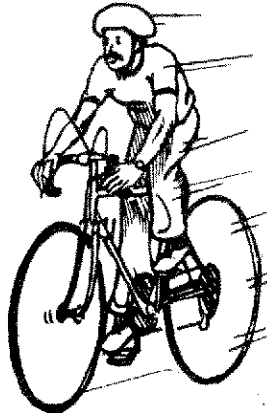
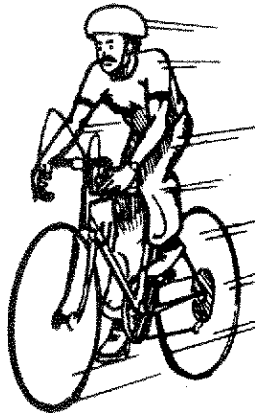
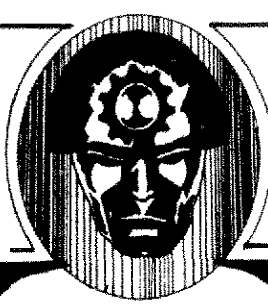
Just one of many reasons why riding on the **STREET** is preferable to the sidewalk.



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.

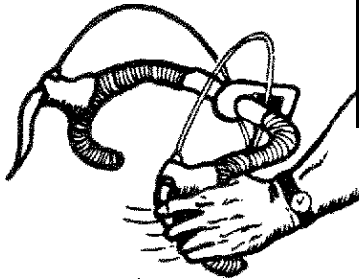
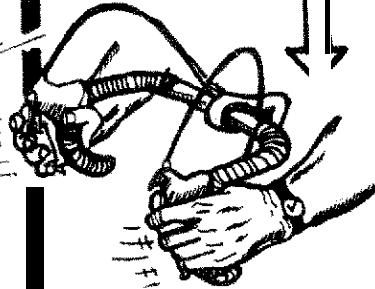
BRAKE

SAFELY...
BY USING...

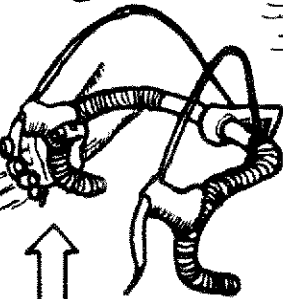
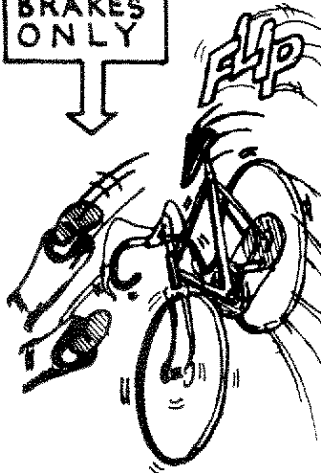


**BOTH
BRAKES**

FOR QUICK
SMOOTH
STOPS!!



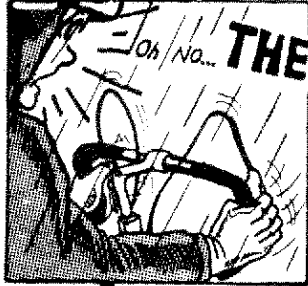
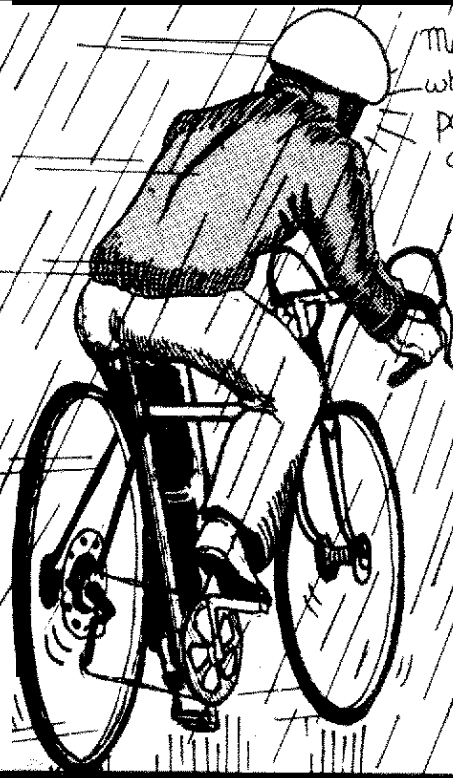
FRONT
BRAKES
ONLY



REAR
BRAKES
ONLY



Man, this rain...
what a royal
pain! Oops, better pay
attention 'cause
that car's coming
to a stop!



Oh No...

THE BRAKES DON'T HOLD
ARRGH!



SQUEEK
BONK!

RAIN IS A PAIN!

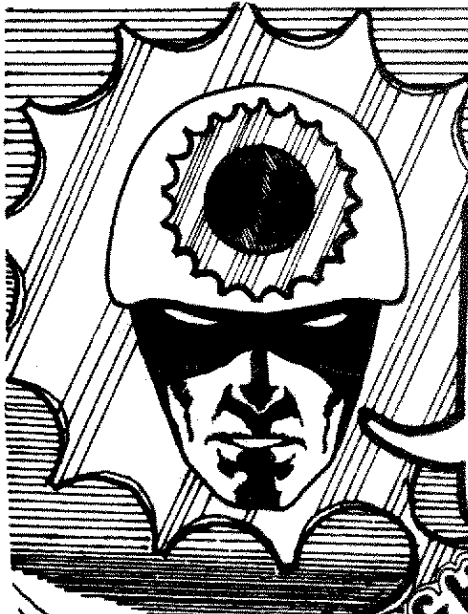
- 6 Handbrakes DO NOT work nearly as well in rain. Allow more time to stop than on dry pavement.
- 6 Ride SLOWER than normal.
- 6 Wear a LIGHT if visibility is poor.



Remember, above all.....

BE PREDICTABLE

in your riding!! Make your intention known!



LIGHTS AT



I live dangerously.....



RIDE WITH TRAFFIC

DON'T SWERVE!!

SIGNAL

TRAFFIC SIGNAL



AT

TURN

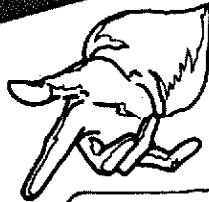
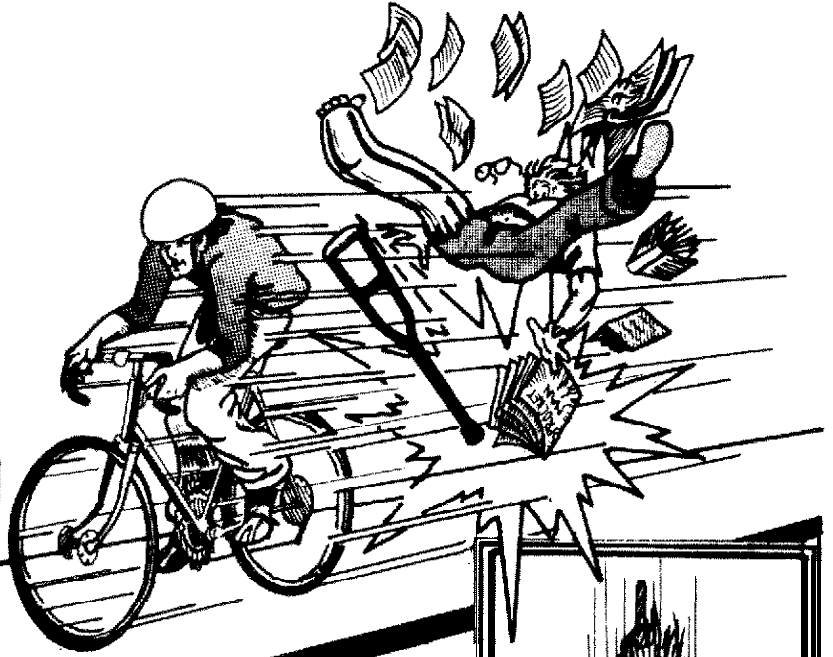
OBEY ALL





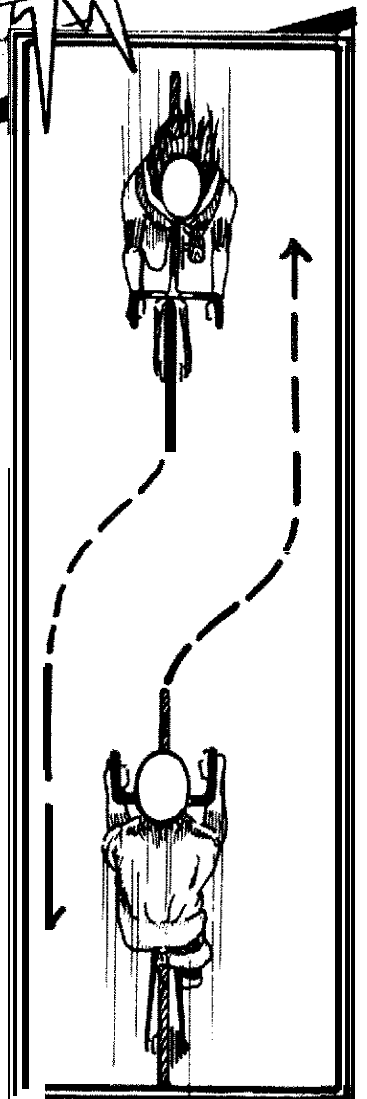
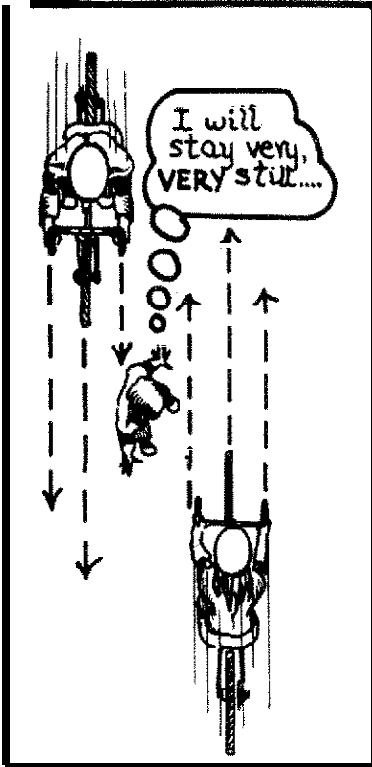
Play : GOLDEN RULE bit.... No matter how much you like to ride a bike, YOU'VE got to walk SOMETIME....

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 !!

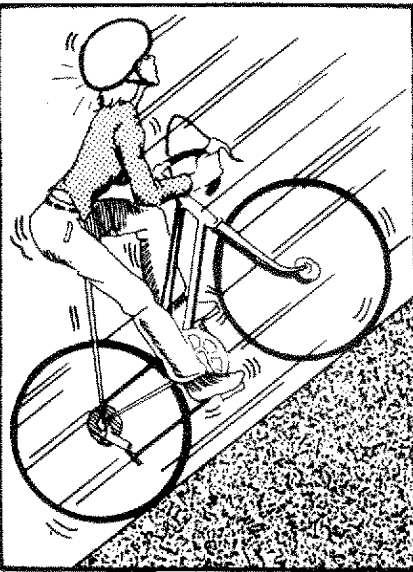
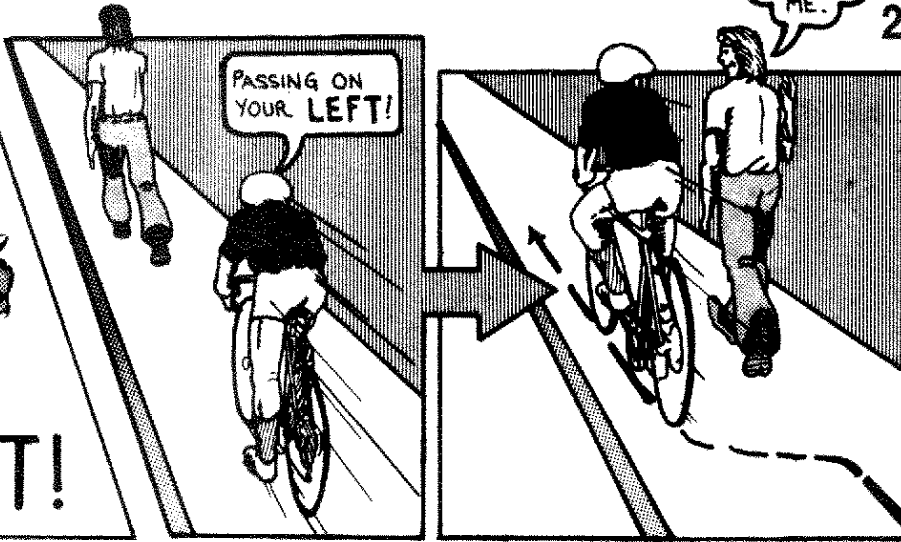


PASS A PEDESTRIAN ON

HIS
LEFT...

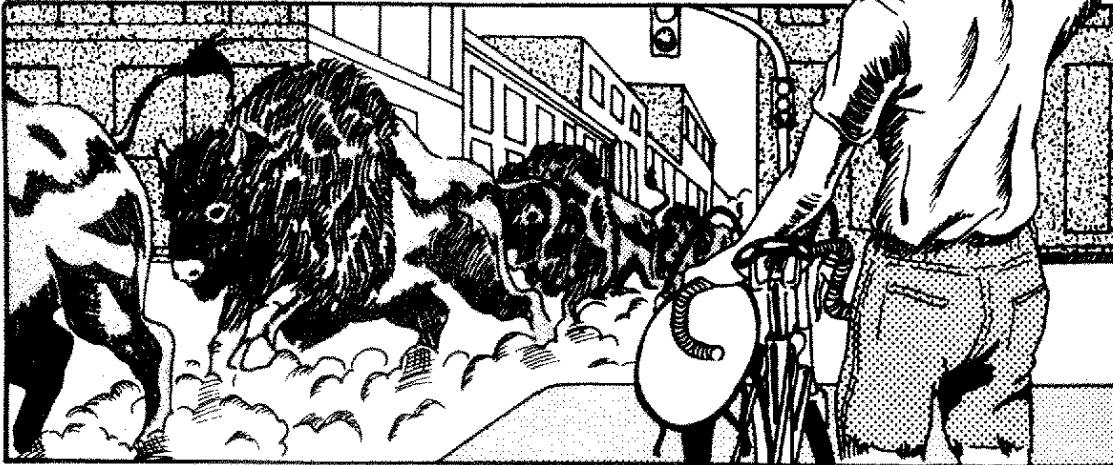
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N
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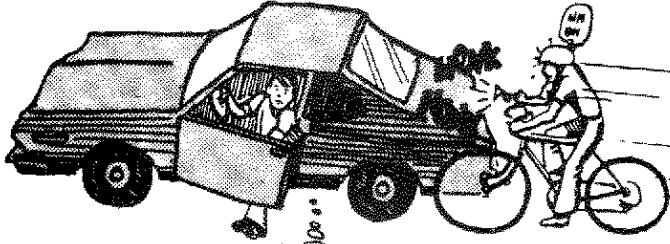
SAY IT!



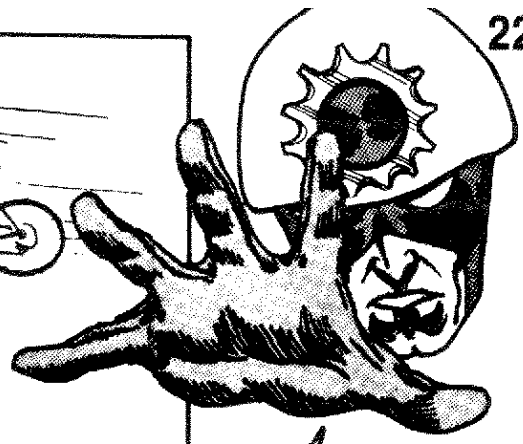
Be a pedestrian:
WALK YOUR BIKE

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

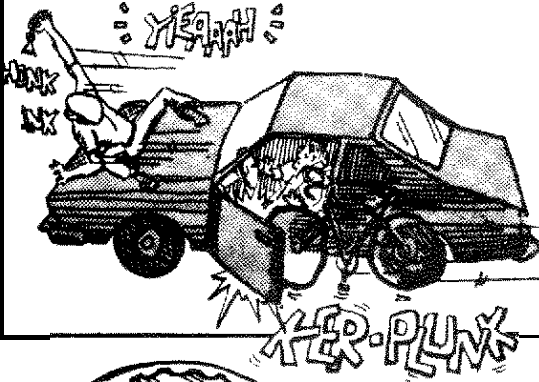




did someone say something?



WATCH OUT FOR OPENING CAR DOORS!!

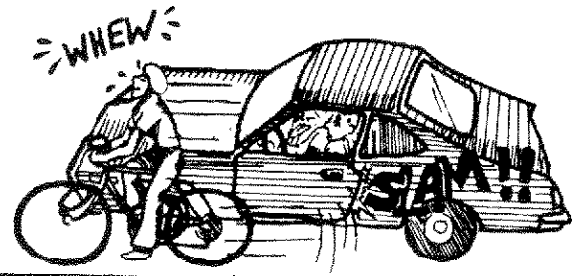


DON'T WASTE YOUR TIME FIDDLING A HORN OR BELL. GO FOR YOUR BRAKES AND.... SCREAM!!! MOVE LEFT BUT... DON'T SWING INTO TRAFFIC!!

WATCH OUT!!

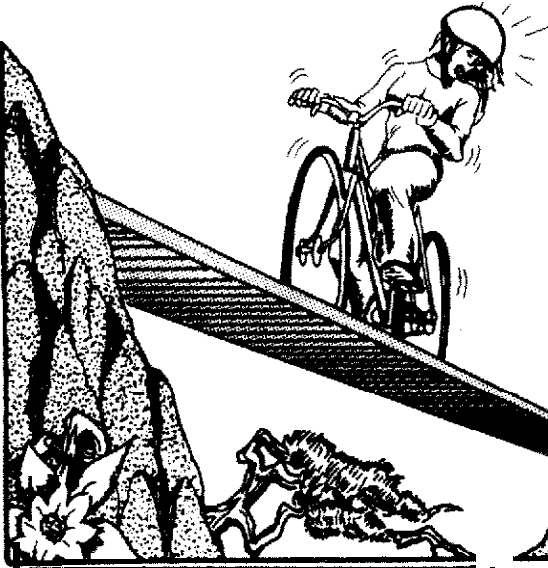


DON'T RIDE TOO CLOSE TO PARKED CARS.....
- KEEP AN EYE OUT FOR DRIVER'S HEAD AS YOU APPROACH.....
WATCH OUT FOR DOUBLE-PARKING CARS 'CAUSE PASSENGERS MAY JUMP OUT ON YOUR LEFT.



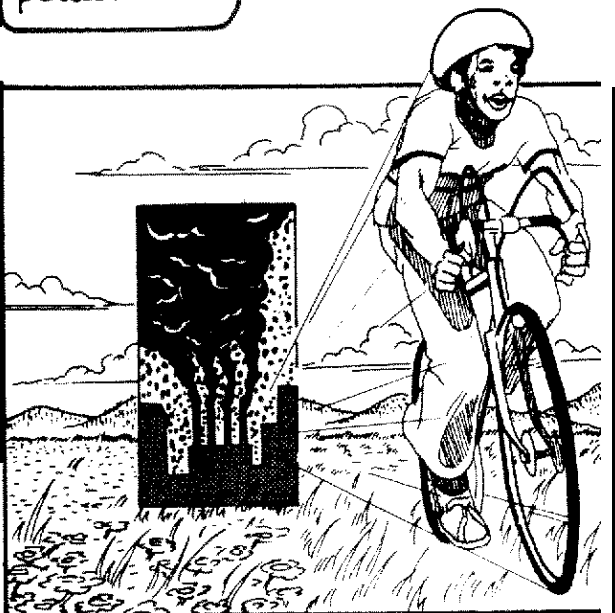
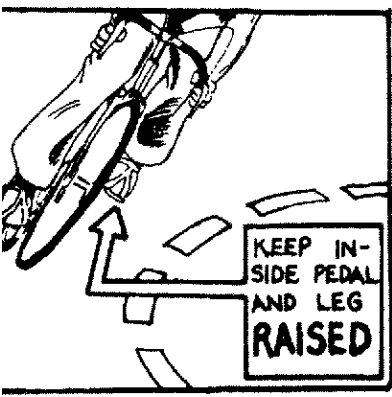
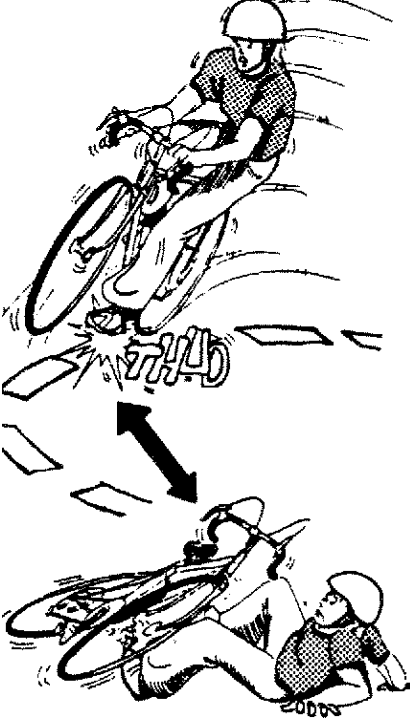
PRACTICE RIDING YOUR BIKE !!

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** pedal and leg raised or you'll take a spill!

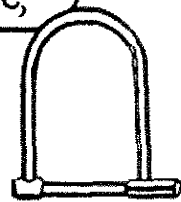
RIDE CREATIVELY. Try back roads where few cars (and bikes) roam. You'll see a lot more and breathe a lot **LESS** pollution!



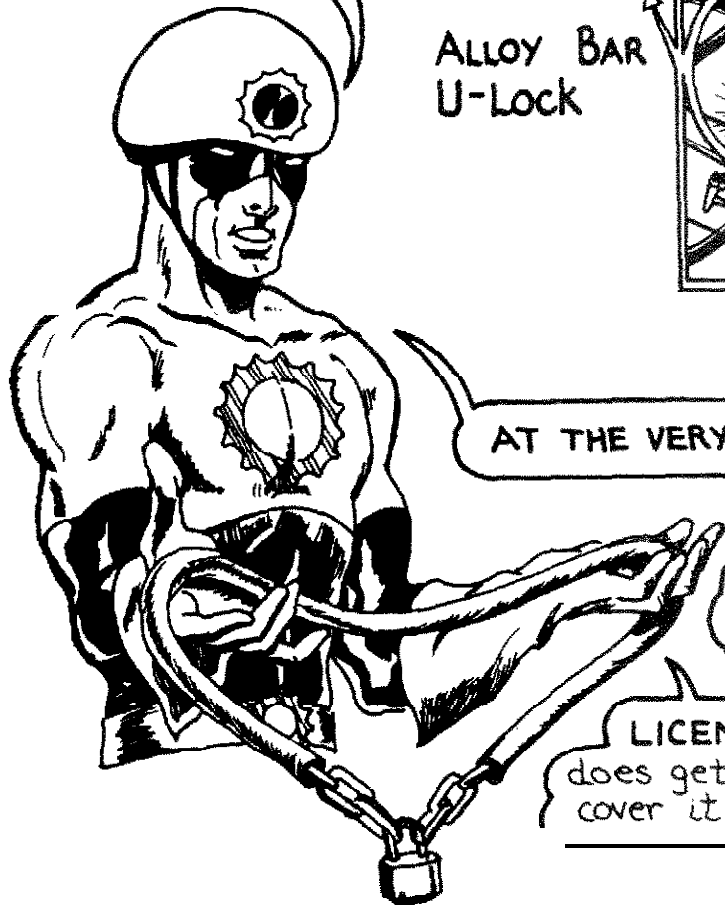
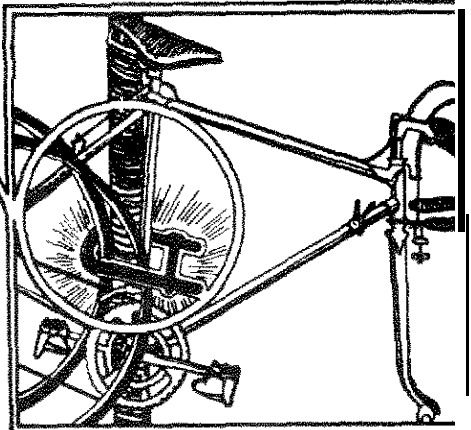
NO LOCKING SYSTEM IS FOOL-PROOF !!



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



ALLOY BAR U-Lock



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.