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**!

**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.

Hmm... There's a parked car ahead blocking the lane.

I'd better signal to move out gradually so the car behind me will know.

Boy, I'm sure glad he knows how to ride a bike safely. He's signaling to move out of his lane instead of suddenly swerving out and giving me a heart attack!

...Look, establish eye contact, then move gradually into traffic to pass the parked car.

...Signal....
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 because you'll then be HIDDEN FROM VIEW!
The ONLY SAFE WAYs to make a LEFT TURN...

1. RIDE BIKE UP TO ISLAND, DISMOUNT, AND WALK UP CURB.
2. WALK BIKE ACROSS STREET.
3. STILL WALKING BIKE
4. MOUNT BIKE TO RIDE OFF

...or like a PEDESTRIAN.

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

LOOK BACK, SIGNAL, AND MOVE QUICKLY INTO LEFT LANE (DON'T JUST DRIFT INTO IT!)

STAY ON RIGHT EDGE OF LEFT LANE

LOOK OUT FOR ONCOMING CARS!

END UP ON RIGHT SIDE OF RIGHT LANE.
WAIT YOUR TURN AT INTERSECTIONS! Whether you are going straight or turning right... DON'T PASS A CAR BY CUTTING INSIDE IT!!

I'd better wait behind the car.

Even if you're in a bike lane, the car beside you might suddenly make a right turn without signaling. SO WATCH OUT!!

YEOWWS!
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".

YIPE!! He didn't see me!

Boy O' Boy, what a dream of a car!
WRONG-WAY RIDING is definitely hazardous to your health! You may think being able to see oncoming cars makes you safer... but it only makes drivers nervous... and puts you in an unpredictable, and therefore dangerous position.

This WRONG-WAY bicyclist is in BIG trouble! The motorist cannot see around the curve!!!
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!

![Cartoon image of a person riding a bicycle on a sidewalk, causing a traffic jam]

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.
BRAKE SAFELY.... BY USING...

BOTH BRAKES
FOR QUICK SMOOTH STOPS!!

FRONT BRAKES ONLY

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

For no... THE BRAKES DON'T HOLD! ARRRGH!

SQUEEAK... BLANK!

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 NIGHT RIDE WITH TRAFFIC

DON'T SWERVE!!

SIGNAL AT TURN

OBEY ALL TRAFFIC SIGNS

STOP
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 SOMETIMES....

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... AND SAY IT!

PASSING ON YOUR LEFT!

THANKS FOR TELLING ME.

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.
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 FOR OPENING CAR DOORS!!

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.

WHAM!!
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!

KEEP INSIDE LEG RAISED
USE FULL LEG EXTENSION!!

TRY WALKING LIKE THAT... LOW EFFICIENCY, EH?

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


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!

When your seat height is properly adjusted, the handlebar will be slightly lower than the seat.

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

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

USE THESE!!
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 your 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 Deluxe 6
5. Montgomery Ward's cat. # 82657 or cat. # 82656.

USE A STRONG, FIRM RACK to support the baby seat.
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)!

Robbie, if there are any more of these 'secure' bikes running around, I think we've got ourselves a most happy hunting ground.
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.

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..................

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......

SPECIAL THANKS TO:
U.S.E.R., Inc............................publisher
Louis Saekow............................artist
Julia Molander.........................director
Dean Kahn..............................managing editor
Lyle Brecht............................kudjur
Vince Darago.........................project consultant
John Troja..............................project consultant
Warren's Waller Press
San Francisco, Cal............printer
Focus 4, Inc., Belmont, Ca........color separations

FELLOW BUFFALO
Lynn Chadwick
John Cummins
Debbie Darago
Lisa Dunkel
David Greene
Tom Holmes
Eti Katoni
Lonnie Kroo
Rick Lada
Joanne Meehan
Karen Schwartz
Robert Shanteau
Arlen Slobodow
Doug Smith
Nomi Tasslitt
Alice B. Toeclips
Woody Weaver
Jeri Weinblatt
John Williams
Larry Wilson
Warren Wilson

AND NOW... A QUICKIE BIBLIOGRAPHY
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Tom Cuthbertson, BIKE TRIPPING, Colonial Press, Ma., 172
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John Forrester, EFFECTIVE CYCLING: A HANDBOOK FOR
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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,
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...AND MAY THE
WIND ALWAYS BE
AT YOUR BACK.
This Bike Is In Sad Shape!
Inspect your bike to make sure it doesn't have the same problems.

Seat is too low... It should be an inch above handlebars.
when adjusting, be sure to leave 2" in seat and stem tubes.

New ones are worn... They help on:
- Climbing Hills...
- Keeping Ball of foot from Slipping off Pedals...
- Increasing efficiency and lessening fatigue.

Grease hubs every 6 months.

Wheel Spokes are not good. Check them regularly.

Brakes need adjusting and brake shoes worn.

Tire is underinflated. Inflate to correct pressure.

Chain is dry! Keep it oiled!!

CHECKING YOUR BICYCLE

**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 side plates are rusty, lubricate your chain.
- If when pedaling, you feel a clunk every time around, stop immediately, get help.

**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

Full 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 chunky?
  - 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 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.

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