

**DISCOUNTS for SFBMA Members are available at the following places. Patronize these friendly establishments! And look for Cognition at these hot spots! The following bike shops give 10% discount on parts to SFBMA members:**

- Big Swingin' Cycles, 1122 Taraval, SF, 415-661-2462 (also 10% discount on labor)
- Road Rage Bike Rental and Repair, 1063 Folsom, SF, 415-255-1351 (also 15% discount on labor)
- Freewheel Bike Shop, 1920 Hayes St., SF, 415-752-9195 and 980 Valencia, SF, 415-643-9213
- Pedal Revolution, 3075 21st St., 415-641-1264
- Cycle Sports, 3241 Grand, Oakland, 510-444-7900 (also 10% discount on labor)
- Missing Link, 1988 Shattuck, 510-843-7471, 1963 Shattuck, Berkeley 510-843-4763

Other Established friendly(s)

- Cassidy's Bar, 1145 Folsom, SF, 415-241-9990— \$2 beer specials M-F, 6-8 pm for working messengers 21 & over
- The Sports Basement, 1301 6th St., SF, 415-437-1415
- XS Bar, 622 Polk St. \$1.50 Pabst for messengers
- Downtown Dawgs @ The Wall, 1/2 price hot dogs, & 75 cent drinks and cookies and brownies \$1.
- Hotel Utah Saloon, 500 4th St., SF, 415-546-6300 Happy Hour Specials and SFBMA band friendly

**SFBMA GOODIES LONG SLEEVE & SHORT SLEEVE T-SHIRTS AND HOODIES.... BLACK ON RED AND RED ON BLACK.**

THANKS TO LOUIE SEASTRES AND DAVE MONAGHAN FOR PAYING A BIG CHUNK OF DUES (SEVERAL MONTHS), AND EXTRA SPECIAL THANKS TO BENJI ROWAN FOR PAYING HIS WHOLE YEAR'S DUES!!! DUES ARE PAYABLE TO YOUR OFFICERS. RECEIVE A FREE PATCH WHEN YOU PAY HALF-YEAR (\$25) AND A FREE T-SHIRT WHEN YOU PAY A FULL-YEAR (\$50)



Cruisin' for a bruisin' photo: Damon

**COGNITION** is the newsletter of the San Francisco Bike Messenger Association, an organization dedicated to the improvement of work conditions for SF's Messenger industry.

**S F B M A**  
**255 9th St.**  
**San Francisco, CA 94103**  
**415-626-1912**

Our Offices are located at 255 Ninth Street.  
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## COMMUNITY CALENDAR

### WHAT'S ON

- NOV 19  
NOV 23 OLD GRANDAD, CURVE BAR, 747 3RD ST., 9PM  
DALE ROBERTA CARLSON B-DAY JOIN DALE & FRIENDS FOR THIS MILESTONE CELEBRATION.. HOTELUTAH, 500 - 4TH STREET, SAN FRANCISCO @ 7:00 P.M.
- NOV 27  
NOV 30 DING DANG, 330 RITCH ST., 18+  
OLD GRANDAD, LOSTGOAT, BOTTOM OF THE HILL, \$7 8:30PM/10PM
- DEC 4 BARFEEDERS, NUBS, 330 RITCH STREET, 18+, \$5, 8PM/10PM
- THURS 12/5 SFBMAGENERALMEETING & ELECTION, 7PM 255 9TH DEC 5 AT 7:00 AT THE UNION THE ELECTION BOX WILLBE AT THE WALLON THAT THURSDAY FOR PEOPLE WHO WANT TO VOTE. WRITE IN ALSO
- DEC 7  
DEC 7  
DEC 8  
DEC . 8 CROSSTOPS, PARKSIDE, 1600-17TH ST.  
OLD GRANDAD, POUND, A/A7PM/8PM  
SWINGIN' UTTERS, DNA, 375 11TH, \$15 8PM  
SFBC'S ANNUALWINTERFEST 5PM  
SOMARTS GALLERY, 934 BRANNAN AT 8TH

ADD YOUR OWN EVENTS TO THIS CALENDAR! SEND THEM TO COGNITION B4 THE 1ST OF ANYMONTH!



# COGNITION

## PRO MESS GETS A BEAT DOWN

BY NATO GREEN

At the last minute, ProMess opted to cop a plea rather than try to defend its shameless attempt to steal the union. NLRB hearings were set to begin Oct. 17. Pro agreed to a settlement Oct. 16 in which-while admitting no wrongdoing-the company swore off various illegal moves it practiced over the previous several months.

To review: Back on May 24, bikes and in-town drivers shut Pro down for three hours in protest of the company's illegal support of a "worker" petition to get rid of the union. Then on May 28 Pro announced a majority of workers signed the petition saying Friends they wanted out of the union. Managers never produced the petition, but declared they were withdrawing recognition anyway.

The next day they started hiring temp bike messengers and rotating them every three weeks, in anticipation of another bike strike which never came. Those people you saw riding bikes without proper messenger bags and no uniforms were probably Pro temps.

They were almost all rookie messengers or new in town or both. By the next week Pro had also merged with Silver Bullet and given the happy Bullet employees the privilege of being molested by Joel Ritch. Pro also started offering and hinting at further benefits to come when the union went away.

The National Labor Relations Board issued complaints against ProMess and was set to bring them in front of a judge on October 17. The judge could have ordered Pro to recognize the union again, resume negotiations for a new contract, (cont'd page 11)

## 3 MONTH TERM SFBMA PRESIDENT DEBATE & ELECTIONS

CURRENT SFBMA PRESIDENT, DAMON VOTOUR, PUBLICLY RESIGNED FROM HIS POST ON 11/16/02.

HE WILL CONTINUE AS PRESIDENT THROUGH 12/02. THE SFBMA IS SEEKING A DIGNITARY TO FILL THE PRESIDENCY POST AND COMPLETE DAMON'S TERM.

### PRESIDENTIAL NOMINEES:

- ROB"GINGER" SAYBOLT OF JOSHCO
- JIM KAISER OF CUPID
- TIM GHELLER OF CUPID
- SARA KUNG OF PRO MESS
- STEVE HILL OF BLACK DOG
- THOMAS OF WESTERN
- HOWARD WILLIAMS OF SPEEDWAY

THE DEBATE will be on Thursday, Dec 5 at 7:00 at the union hall (255 9th) and the election will be at the SFBMA meeting that same thursday. The election box will be at the wall on that thursday for people who want to vote and can not make the meeting. Write in candidates can be added to the ballot, as well.



## PRESIDENT'S REPORT

Messenger Appreciation Day 2002 on 10-9 was very successful. With our mayor and our friends Tom Ammiano and Chris Daly, representatives of ILWU Local 6 Fred Pecker. The Lifetime Achievement Award was presented to Howard Williams and Rookie of the Year Award was presented to KB from Pro Mess - congratulations to both of you! It was a day to honor both the living and deceased who have had the heart and courage to do what we do for a living. There was free food and drink and an overall sense of uneasy togetherness.

Congratulations to Angie and Rick for getting married on Halloween. Only the best wishes and thank you for the fabulous party.

On the working note: First Legal continues with their absurd view of workers rights. Let's see what happens...

SFBMA Karaoke Night was a raging success. People found if they couldn't use their voice to better improve their work conditions they could at least use it to butcher an old Tom Jones song! We raised \$300 plus and a great time was had by all... for those of us who remember it. Devo played for free and were incredible! It was in front of City Hall and yes 'twist away those gates of steel'. As you know, I'm resigning as president of the SFBMA, I'll divulge my reasons in the next report.

Adendum. I feel I'm doing the right thing.

Damon #77

# SPECIAL REPORT



Newlyweds! photo: courtesy Angie

## ARACHNID WEDS LIGHTNING HOTTY

BY AMERICA MEREDITH

Congratulations and kudos to Angela Galofaro and Richard Wilson, who tied the knot this Halloween in a hilltop ceremony at Buena Vista park. Their friend Becca officiated the brief but eloquent ceremony, which was illuminated by a line of candles that served as a runway in the dark.

The bride, of Lightning fame, was resplendent in her leather bodice, black gauze skirt and fishnets. The groom was wearing a stylish shimmering brown suit that would turn heads even in Siegels zoot suit emporium, equipped with four extra legs that placed him firmly in the arachnid family. The wedding party also included such luminaries as Spongebob Squarepants (Kate) and a pregnant nun (best man Ken).

Guests were treated to a reception at the couples' house, where they were most generous both with food and drink, not to mention three wedding cakes. Even though this was their day, the bride and groom socialized and took time to calm down some of their drunken brethren. Later the bride distributed Jägermeister throughout the crowd.

Did the Victorian architects have the likes of Chalkhead in mind when they designed their narrow corridors and staircases? I believe those nasty little perverts did and Chalkhead took full advantage of this fact by grabbing at any one that passed, even enlisted the aid of Georg, who would

(CONT'D ON PAGE 8)

# COGNITION

**President:** Damon Votour  
**Executive Director:** Carey Dall  
**Secretary:** Jason Whitehead  
**Treasurer & Copy Editor:** C. Nellie Nelson  
**Editor:** Berna Coraco  
**Layout:** Donny Don Don  
**Masthead Logo:** Louie Seastres

### ESTABLISHED 1990

The San Francisco Bike Messenger Association was first started as a humorous, yet-in-er-face, answer to the AMCS; if the owners could have a club, so could we.

### WHO WE ARE

We are you, if you are a current or former employee of the SF messenger industry. This includes walker, bicycle, moped, motorcycle, and driver messengers, as well as order-takers and dispatchers.

### WHAT WE WANT

We want what is well overdue: appropriate compensation for our efforts. This includes a livable wage, health insurance, sick pay, vacation pay, pension plan, equipment compensation, etc. You know, normal workers' rights.

### HOW WE WILL GET IT

We will get it by becoming one unified force, and standing up to the entire industry with our demands. In the past, we have proven that we can stick together to help each other out by holding countless benefits, hosting the best Cycle Messenger World Championships of all time, coming together to pay tribute to fallen comrades, holding toy drives for needy kids, the annual Russian River Ride and even things as simple as creating our own underground social scene each and every day of the week. Now that we have a working agreement with the most powerful union in the Bay Area, the International Longshore and Warehouse Union, we have the experienced backing to stand up in our industry and achieve our goals.

### WHAT YOU CAN DO

Volunteer for the SFBMA. You can leave a recording that 415-626-1912. Dues are \$5 each month/or \$50 a year and may be paid to Damon, Nellie, Jason and Carey. Attend as many events as you can without becoming obnoxious as starlings.

# PROMESS GETS A BEAT DOWN

BY NATO GREEN CONT'D FROM PAGE ONE

and negotiate over any unilateral changes they had made since the withdrawal of recognition. ProMess spent all summer dumping gobs of cheese on their union-busting lawyers from Littler, Mendelson and telling us that they would see us in court. A number of courageous witnesses came forward.

Then on October 16 the Littler-men called the NLRB to offer a settlement in which they agreed to everything we could have gotten from the judge. Curious: after wasting a lot of time and money this summer, they settled at the last minute. So now we're going back to negotiations.

The good news is that we resume negotiations better off than when we stopped in May. The company gave workers some things we had been trying to get, so we're already further ahead. After telling us in negotiations that they would never change their arcane system for calculating overtime, they gave us the less arcane system we wanted. And they'll have to begin complying with San Francisco's living wage ordinance or risk losing City business. That means twelve paid days off per year and \$10/hour for messengers working on City jobs.

Seems we need to elicit support for the contract fight so show them some love. They got back their union rights, but now they have to squeeze a contract out of their weasel of a boss.



Freeman photo: Kyle

# What's Cookin' ?



## UNRIPE PAPAYA SALAD WITH CHILIES KACCHU PAPAYA NU SALADE

BORROWED FROM THE  
TURMERIC TRAIL: RECIPES  
AND MEMORIES FROM AN

INDIAN CHILDHOOD BY RAGHAVAN IYER SERVES 4  
 THIS IS A SPECIALTY FROM SURAT IN NORTHWESTERN INDIA.  
 SERVE THIS AS AN APPETIZER WITH BASKETS OF FLAME-ROASTED OR FRIED PAPADS (LENTIL WAFERS). ENJOY THEM ON HOT BUTTERED TOAST FOR A QUICK LUNCH.

WHAT  
YOU  
NEED

- 1 MEDIUM GREEN (UNRIPE) PAPAYA, PEELED, SEEDED & THINLY SLICED
- JUICE OF 1 LARGE LIME
- 2 TABLESPOONS FINELY CHOPPED FRESH CILANTRO
- 1 TEASPOON SALT
- 1 TEASPOON SUGAR
- 1/4 TEASPOON GROUND TURMERIC
- 3 TO 4 FRESH THAI, CAYENNE, OR SERRANO CHILIES, SLIT OPEN LENGTHWISE
- 1 TABLESPOON VEGETABLE OIL
- 1 TEASPOON BLACK MUSTARD SEED
- 1/4 TEASPOON HING (ASAFETIDA) ASK

FOR IT AT YOUR LOCAL CORNER STORE

A MEDIUM BOWL, COMBINE THE PAPAYA, LIME JUICE, CILANTRO, SALT, SUGAR, TURMERIC, AND CHILIES. MIX WELL.

WHAT  
TO  
DO

2. IN A SMALL SKILLET, HEAT THE OIL OVER MEDIUM-HIGH HEAT; ADD THE MUSTARD SEED. WHEN IT BEGINS TO POP, COVER THE SKILLET. AS SOON AS THE SEED FINISHES POPPING, ADD THE HING AND SIZZLE FOR 2 TO 5 SECONDS. POUR THE SEED-OIL MIXTURE OVER THE PAPAYA AND TOSS WELL TO COAT. SERVE CHILLED OR AT ROOM TEMPERATURE.

ALT. RECIPE: NO PAPAYAS? FIND ANOTHER EXOTIC OR EVEN LOCAL, JUST FIND ANOTHER FRUIT THAT'S JUICY AND HEARTY. JUST TAKE IT TO THE PAN LIKE THE PAPAYAS. IT WILL

ABSORB THE SEASONS NICELY. TOSS IT INTO SALAD. ADD CRUNCH. NOODLES, RICE OR TORTILLA. ONCE MADE, THIS RECIPE CAN BE A BUILDING BLOCK FOR MANY MEALS TO COME.

# SOME of THE CVCs OF SAN FRANCISCO

21750. THE DRIVER OF A VEHICLE OVERTAKING ANOTHER VEHICLE OR A BICYCLE PROCEEDING IN THE SAME DIRECTION SHALL PASS TO THE LEFT AT A SAFEDISTANCE WITHOUT INTERFERING WITH THE SAFE OPERATION OF THE OVERTAKEN VEHICLE OR BICYCLE, SUBJECT TO THE LIMITATIONS AND EXCEPTIONS HEREINAFTER STATED. CALIFORNIA CODES VEHICLE CODE Misc. SECTIONS REGARDING BICYCLES AND PEDESTRIANS

21650.1. A BICYCLE OPERATED ON A ROADWAY, OR THE SHOULDER OF A HIGHWAY, SHALL BE OPERATED IN THE SAME DIRECTION AS VEHICLES ARE REQUIRED TO BE DRIVEN UPON THE ROADWAY.

21717. WHENEVER IT IS NECESSARY FOR THE DRIVER OF A MOTOR VEHICLE TO CROSS A BICYCLE LANE THAT IS ADJACENT TO HIS LANE OF TRAVEL TO MAKE A TURN, THE DRIVER SHALL DRIVE THE MOTOR VEHICLE INTO THE BICYCLE LANE PRIOR TO MAKING THE TURN AND SHALL MAKE THE TURN PURSUANT TO SECTION 22100.

21956. NO PEDESTRIAN SHALL WALK UPON ANY ROADWAY OUTSIDE OF A BUSINESS OR RESIDENCE DISTRICT OTHERWISE THAN CLOSE TO HIS LEFT-HAND EDGE OF THE ROADWAY.

21966. NO PEDESTRIAN SHALL PROCEED ALONG A BICYCLE PATH OR LANE WHERE THERE IS AN ADJACENT ADEQUATE PEDESTRIAN FACILITY.

21751. ON A TWO-LANE HIGHWAY, NO VEHICLE SHALL BE DRIVEN TO THE LEFTSIDE OF THE CENTER OF THE ROADWAY IN OVERTAKING AND PASSING ANOTHER VEHICLE PROCEEDING IN THE SAME DIRECTION UNLESS THE LEFT SIDE IS CLEARLY VISIBLE AND FREE OF ONCOMING TRAFFIC FOR A SUFFICIENT DISTANCE AHEAD TO PERMIT SUCH OVERTAKING AND PASSING TO BE COMPLETELY MADE WITHOUT INTERFERING WITH THE SAFE OPERATION OF ANY VEHICLE APPROACHING FROM THE OPPOSITE DIRECTION.

21752. NO VEHICLE SHALL BE DRIVEN TO THE LEFT SIDE OF THE ROADWAY UNDER THE FOLLOWING CONDITIONS: (A) WHEN APPROACHING OR UPON THE CREST OF A GRADE OR A CURVE IN THE HIGHWAY WHERE THE DRIVER'S VIEW IS OBSTRUCTED WITHIN SUCH DISTANCE AS TO CREATE A HAZARD IN THE EVENT ANOTHER VEHICLE MIGHT APPROACH FROM THE OPPOSITE DIRECTION. (B) WHEN THE VIEW IS OBSTRUCTED UPON APPROACHING WITHIN 100 FEET OF ANY BRIDGE, VIADUCT, OR TUNNEL. (C) WHEN APPROACHING WITHIN 100 FEET OF OR WHEN TRAVERSING ANY INTERSECTION OR RAILROAD GRADE CROSSING. THIS SECTION SHALL NOT APPLY UPON A ONE-WAY ROADWAY.

21952. THE DRIVER OF ANY MOTOR VEHICLE, PRIOR TO DRIVING OVER OR UPON ANY SIDEWALK, SHALL YIELD THE RIGHT-OF-WAY TO ANY PEDESTRIAN APPROACHING THEREON.

22108. ANY SIGNAL OF INTENTION TO TURN RIGHT OR LEFT SHALL BE GIVEN CONTINUOUSLY DURING THE LAST 100 FEET TRAVELED BY THE VEHICLE BEFORE TURNING.

22500. NO PERSON SHALL STOP, PARK, OR LEAVE STANDING ANY VEHICLE WHETHER ATTENDED OR UNATTENDED, EXCEPT WHEN NECESSARY TO AVOID CONFLICT WITH OTHER TRAFFIC OR IN COMPLIANCE WITH THE DIRECTIONS OF A PEACE OFFICER OR OFFICIAL TRAFFIC CONTROL DEVICE, IN ANY OF THE FOLLOWING PLACES: ... (F) ON A SIDEWALK, EXCEPT ELECTRIC CARTS WHEN AUTHORIZED BY LOCAL ORDINANCE, AS SPECIFIED IN SECTION 21114.5. ... 22517. NO PERSON SHALL OPEN THE DOOR OF A VEHICLE ON THE SIDE AVAILABLE TO MOVING TRAFFIC UNLESS IT IS REASONABLY SAFE TO DO SO AND CAN BE DONE WITHOUT INTERFERING WITH THE MOVEMENT OF SUCH TRAFFIC, NOR SHALL ANY PERSON LEAVE A DOOR OPEN ON THE SIDE OF A VEHICLE AVAILABLE TO MOVING TRAFFIC FOR A PERIOD OF TIME LONGER THAN NECESSARY TO LOAD OR UNLOAD PASSENGERS.

VEHICLE CODE SECTION 21200-21212 21200. (A) EVERY PERSON RIDING A BICYCLE UPON A HIGHWAY HAS ALL THE RIGHTS AND IS SUBJECT TO ALL THE PROVISIONS APPLICABLE TO THE DRIVER OF A VEHICLE BY THIS DIVISION, INCLUDING, BUT NOT LIMITED TO, PROVISIONS CONCERNING DRIVING UNDER THE INFLUENCE OF ALCOHOLIC BEVERAGES OR DRUGS, AND BY DIVISION 10 (COMMENCING WITH SECTION 20000), SECTION 27400, DIVISION 16.7 (COMMENCING WITH SECTION 39000), DIVISION 17 (COMMENCING WITH SECTION 40000.1), AND DIVISION 18 (COMMENCING

WITH SECTION 42000), EXCEPT THOSE PROVISIONS WHICH BY THEIR VERY NATURE CAN HAVE NO APPLICATION. (b) (1) ANY PEACE OFFICER, AS DEFINED IN CHAPTER 4.5 (COMMENCING WITH SECTION 830) OF TITLE 3 OF PART 2 OF THE PENAL CODE, OPERATING A BICYCLE DURING THE COURSE OF HIS OR HER DUTIES IS EXEMPT FROM THE REQUIREMENTS OF SUBDIVISION (A), EXCEPT AS THOSE REQUIREMENTS RELATE TO DRIVING UNDER THE INFLUENCE OF ALCOHOLIC BEVERAGES OR DRUGS, IF THE BICYCLE IS BEING OPERATED UNDER ANY OF THE FOLLOWING CIRCUMSTANCES: (A) IN RESPONSE TO AN EMERGENCY CALL. (B) WHILE ENGAGED IN RESCUE OPERATIONS. (C) IN THE IMMEDIATE PURSUIT OF AN ACTUAL OR SUSPECTED VIOLATOR OF THE LAW. (2) THIS SUBDIVISION DOES NOT RELIEVE A PEACE OFFICER FROM THE DUTY TO OPERATE A BICYCLE WITH DUE REGARD FOR THE SAFETY OF ALL PERSONS USING THE HIGHWAY.

21200.5. NOTWITHSTANDING SECTION 21200, IT IS UNLAWFUL FOR ANY PERSON TO RIDE A BICYCLE UPON A HIGHWAY WHILE UNDER THE INFLUENCE OF AN ALCOHOLIC BEVERAGE OR ANY DRUG, OR UNDER THE COMBINED INFLUENCE OF AN ALCOHOLIC BEVERAGE AND ANY DRUG. ANY PERSON ARRESTED FOR A VIOLATION OF THIS SECTION MAY REQUEST TO HAVE A CHEMICAL TEST MADE OF THE PERSON'S BLOOD, BREATH, OR URINE FOR THE PURPOSE OF DETERMINING THE ALCOHOLIC DRUG CONTENT OF THAT PERSON'S BLOOD PURSUANT TO SECTION 23612, AND, IF SO REQUESTED, THE ARRESTING OFFICER SHALL HAVE THE TEST PERFORMED. A CONVICTION OF A VIOLATION OF THIS SECTION SHALL BE PUNISHED BY A FINE OF NOT MORE THAN TWO HUNDRED FIFTY DOLLARS (\$250). VIOLATIONS OF THIS SECTION ARE SUBJECT TO SECTION 13202.5.

21201. (A) NO PERSON SHALL OPERATE A BICYCLE ON A ROADWAY UNLESS IT IS EQUIPPED WITH A BRAKE WHICH WILL ENABLE THE OPERATOR TO MAKE ONE BRAKED WHEEL SKID ON DRY, LEVEL, CLEAN PAVEMENT. (B) NO PERSON SHALL OPERATE ON THE HIGHWAY ANY BICYCLE EQUIPPED WITH HANDLEBARS SO RAISED THAT THE OPERATOR MUST ELEVATE HIS HANDS ABOVE THE LEVEL OF HIS SHOULDERS IN ORDER TO GRASP THE NORMAL STEERING GRIP AREA. (C) NO PERSON SHALL OPERATE UPON ANY HIGHWAY A BICYCLE WHICH IS OF SUCH A SIZE AS TO PREVENT THE OPERATOR FROM SAFELY STOPPING THE BICYCLE, SUPPORTING IT IN AN UPRIGHT POSITION WITH AT LEAST ONE FOOT ON THE GROUND, AND RESTARTING IT IN A SAFE MANNER. (d) EVERY BICYCLE OPERATED UPON ANY HIGHWAY DURING DARKNESS SHALL BE EQUIPPED (1) WITH A LAMP EMITTING A WHITE LIGHT WHICH, WHILE THE BICYCLE IS IN MOTION, ILLUMINATES THE HIGHWAY IN FRONT OF THE BICYCLIST AND IS VISIBLE FROM A DISTANCE OF 300 FEET IN FRONT AND FROM THE SIDES OF THE BICYCLE; (2) WITH A RED REFLECTOR ON THE REAR WHICH SHALL BE VISIBLE FROM A DISTANCE OF 500 FEET TO THE REAR WHEN DIRECTLY IN FRONT OF LAWFUL UPPER BEAMS OF HEADLAMPS ON A MOTOR VEHICLE; (3) WITH A WHITE OR YELLOW REFLECTOR ON EACH PEDAL VISIBLE FROM THE FRONT AND REAR OF THE BICYCLE FROM A DISTANCE OF 200 FEET; AND (4) WITH A WHITE OR YELLOW REFLECTOR ON EACH SIDE FORWARD OF THE CENTER OF THE BICYCLE, AND WITH A WHITE OR RED REFLECTOR ON EACH SIDE TO THE REAR OF THE CENTER OF THE BICYCLE, EXCEPT THAT BICYCLES WHICH ARE EQUIPPED WITH REFLECTORIZED TIRES ON THE FRONT AND THE REAR NEED NOT BE EQUIPPED WITH THESE SIDE REFLECTORS. SUCH REFLECTORS AND REFLECTORIZED TIRES SHALL BE OF A TYPE MEETING REQUIREMENTS ESTABLISHED BY THE DEPARTMENT. (E) A LAMP OR LAMP COMBINATION, EMITTING A WHITE LIGHT, ATTACHED TO THE OPERATOR AND VISIBLE FROM A DISTANCE OF 300 FEET IN FRONT AND FROM THE SIDES OF THE BICYCLE, MAY BE USED IN LIEU OF THE LAMP REQUIRED BY CLAUSE (1) OF SUBDIVISION (D). 21201.3. (A) A BICYCLE OR MOTORIZED BICYCLE USED BY A PEACE OFFICER, AS DEFINED IN SECTION 830.1 OF, SUBDIVISION (A), (B), (C), (D), (E), (F), (G), OR (I) OF SECTION 830.2 OF, SUBDIVISION (B) OR (D) OF SECTION 830.31 OF, SUBDIVISION (A) OR (B) OF SECTION 830.32 OF, SECTION 830.33 OF, SUBDIVISION (A) OF SECTION 830.36 OF, SUBDIVISION (A) OF SECTION 830.4 OF, OR SECTION 830.6 OF, THE PENAL CODE, IN THE PERFORMANCE OF THE PEACE OFFICER'S DUTIES, MAY DISPLAY

A STEADY OR FLASHING BLUE WARNING LIGHT THAT IS VISIBLE FROM THE FRONT, SIDES, OR REAR OF THE BICYCLE OR MOTORIZED BICYCLE. (B) NO PERSON SHALL DISPLAY A STEADY OR FLASHING BLUE WARNING LIGHT ON A BICYCLE OR MOTORIZED BICYCLE EXCEPT AS AUTHORIZED UNDER SUBDIVISION (A).

21201.5. (A) NO PERSON SHALL SELL, OR OFFER FOR SALE, A REFLEX REFLECTOR OR REFLECTORIZED TIRE OF A TYPE REQUIRED ON A BICYCLE UNLESS IT MEETS REQUIREMENTS ESTABLISHED BY THE DEPARTMENT. IF THERE EXISTS A FEDERAL CONSUMER PRODUCT SAFETY COMMISSION REGULATION APPLICABLE TO BICYCLE REFLECTORS, THE PROVISIONS OF THAT REGULATION SHALL PREVAIL OVER PROVISIONS OF THIS CODE OR REQUIREMENTS ESTABLISHED BY THE DEPARTMENT PURSUANT TO THIS CODE RELATIVE TO BICYCLE REFLECTORS. (B) NO PERSON SHALL SELL, OR OFFER FOR SALE, A NEW BICYCLE THAT IS NOT EQUIPPED WITH A RED REFLECTOR ON THE REAR, A WHITE OR YELLOW REFLECTOR ON EACH PEDAL VISIBLE FROM THE FRONT AND REAR OF THE BICYCLE, A WHITE OR YELLOW REFLECTOR ON EACH SIDE FORWARD OF THE CENTER OF THE BICYCLE, AND A WHITE OR RED REFLECTOR ON EACH SIDE TO THE REAR OF THE CENTER OF THE BICYCLE, EXCEPT THAT BICYCLES WHICH ARE EQUIPPED WITH REFLECTORIZED TIRES ON THE FRONT AND REAR NEED NOT BE EQUIPPED WITH THESE SIDE REFLECTORS. (C) AREA REFLECTORIZING MATERIAL MEETING THE REQUIREMENTS OF SECTION 25500 MAY BE USED ON A BICYCLE.

21202. (A) ANY PERSON OPERATING A BICYCLE UPON A ROADWAY AT A SPEED LESS THAN THE NORMAL SPEED OF TRAFFIC MOVING IN THE SAME DIRECTION AT THAT TIME SHALL RIDE AS CLOSE AS PRACTICABLE TO THE RIGHT-HAND CURB OR EDGE OF THE ROADWAY EXCEPT UNDER ANY OF THE FOLLOWING SITUATIONS: (1) WHEN OVERTAKING AND PASSING ANOTHER BICYCLE OR VEHICLE PROCEEDING IN THE SAME DIRECTION. (2) WHEN PREPARING FOR A LEFT TURN AT AN INTERSECTION OR INTO A PRIVATE ROAD OR DRIVEWAY. (3) WHEN REASONABLY NECESSARY TO AVOID CONDITIONS (INCLUDING, BUT NOT LIMITED TO, FIXED OR MOVING OBJECTS, VEHICLES, BICYCLES, PEDESTRIANS, ANIMALS, SURFACE HAZARDS, OR SUBSTANDARD WIDTH LANES) THAT MAKE IT UNSAFE TO CONTINUE ALONG THE RIGHT-HAND CURB OR EDGE, SUBJECT TO THE PROVISIONS OF SECTION 21656. FOR PURPOSES OF THIS SECTION, A "SUBSTANDARD WIDTH LANE" IS A LANE THAT IS TOO NARROW FOR A BICYCLE AND A VEHICLE TO TRAVEL SAFELY SIDE BY SIDE WITHIN THE LANE. (4) WHEN APPROACHING A PLACE WHERE A RIGHT TURN IS AUTHORIZED. (B) ANY PERSON OPERATING A BICYCLE UPON A ROADWAY OF A HIGHWAY, WHICH HIGHWAY CARRIES TRAFFIC IN ONE DIRECTION ONLY AND HAS TWO OR MORE MARKED TRAFFIC LANES, MAY RIDE AS NEAR THE LEFT-HAND CURB OR EDGE OF THAT ROADWAY AS PRACTICABLE.

21203. NO PERSON RIDING UPON ANY MOTORCYCLE, MOTORIZED BICYCLE, BICYCLE, COASTER, ROLLER SKATES, SLED, OR TOY VEHICLE SHALL ATTACH THE SAME OR HIMSELF TO ANY STREETCAR OR VEHICLE ON THE ROADWAY.

21204. (A) NO PERSON OPERATING A BICYCLE UPON A HIGHWAY SHALL RIDE OTHER THAN UPON OR ASTRIDE A PERMANENT AND REGULAR SEAT ATTACHED THERETO. (B) NO OPERATOR SHALL ALLOW A PERSON RIDING AS A PASSENGER, AND NO PERSON SHALL RIDE AS A PASSENGER, ON A BICYCLE UPON A HIGHWAY OTHER THAN UPON OR ASTRIDE A SEPARATE SEAT ATTACHED THERETO. IF THE PASSENGER IS FOUR YEARS OF AGE OR YOUNGER, OR WEIGHS 40 POUNDS OR LESS, THE SEAT SHALL HAVE ADEQUATE PROVISION FOR RETAINING THE PASSENGER IN PLACE AND FOR PROTECTING THE PASSENGER FROM THE MOVING PARTS OF THE BICYCLE.

21205. NO PERSON OPERATING A BICYCLE SHALL CARRY ANY PACKAGE, BUNDLE OR ARTICLE WHICH PREVENTS THE OPERATOR FROM KEEPING AT LEAST ONE HAND UPON THE HANDLEBARS. 21206. THIS CHAPTER DOES NOT PREVENT LOCAL AUTHORITIES, BY ORDINANCE, FROM REGULATING THE REGISTRATION OF BICYCLES AND THE PARKING AND OPERATION OF BICYCLES ON PEDESTRIAN OR BICYCLE FACILITIES, PROVIDED SUCH REGULATION IS NOT IN CONFLICT WITH THE PROVISIONS OF THIS CODE. 21207. (A) THIS CHAPTER DOES NOT PRO-

HIBIT LOCAL AUTHORITIES FROM ESTABLISHING, BY ORDINANCE OR RESOLUTION, BICYCLE LANES SEPARATED FROM ANY VEHICULAR LANES UPON HIGHWAYS, OTHER THAN STATE HIGHWAYS AS DEFINED IN SECTION 24 OF THE STREETS AND HIGHWAYS CODE AND COUNTY HIGHWAYS ESTABLISHED PURSUANT TO ARTICLE 5 (COMMENCING WITH SECTION 1720) OF CHAPTER 9 OF DIVISION 2 OF THE STREETS AND HIGHWAYS CODE. (B) BICYCLE LANES ESTABLISHED PURSUANT TO THIS SECTION SHALL BE CONSTRUCTED IN COMPLIANCE WITH SECTION 891 OF THE STREETS AND HIGHWAYS CODE.

21207.5. NOTWITHSTANDING SECTIONS 21207 AND 23127 OF THIS CODE, OR ANY OTHER PROVISION OF LAW, NO MOTORIZED BICYCLE MAY BE OPERATED ON A BICYCLE PATH OR TRAIL, BIKEWAY, BICYCLE LANE ESTABLISHED PURSUANT TO SECTION 21207, EQUESTRIAN TRAIL, OR HIKING OR RECREATIONAL TRAIL, UNLESS IT IS WITHIN OR ADJACENT TO A ROADWAY OR UNLESS THE LOCAL AUTHORITY OR THE GOVERNING BODY OF A PUBLIC AGENCY HAVING JURISDICTION OVER SUCH PATH OR TRAIL PERMITS, BY ORDINANCE, SUCH OPERATION. 21208. (A) WHENEVER A BICYCLE LANE HAS BEEN ESTABLISHED ON A ROADWAY PURSUANT TO SECTION 21207, ANY PERSON OPERATING A BICYCLE UPON THE ROADWAY AT A SPEED LESS THAN THE NORMAL SPEED OF TRAFFIC MOVING IN THE SAME DIRECTION AT THAT TIME SHALL RIDE WITHIN THE BICYCLE LANE, EXCEPT THAT THE PERSON MAY MOVE OUT OF THE LANE UNDER ANY OF THE FOLLOWING SITUATIONS: (1) WHEN OVERTAKING AND PASSING ANOTHER BICYCLE, VEHICLE, OR PEDESTRIAN WITHIN THE LANE OR ABOUT TO ENTER THE LANE IF THE OVERTAKING AND PASSING CANNOT BE DONE SAFELY WITHIN THE LANE. (2) WHEN PREPARING FOR A LEFT TURN AT AN INTERSECTION OR INTO A PRIVATE ROAD OR DRIVEWAY. (3) WHEN REASONABLY NECESSARY TO LEAVE THE BICYCLE LANE TO AVOID DEBRIS OR OTHER HAZARDOUS CONDITIONS. (4) WHEN APPROACHING A PLACE WHERE A RIGHT TURN IS AUTHORIZED. (B) NO PERSON OPERATING A BICYCLE SHALL LEAVE A BICYCLE LANE UNTIL THE MOVEMENT CAN BE MADE WITH REASONABLE SAFETY AND THEN ONLY AFTER GIVING AN APPROPRIATE SIGNAL IN THE MANNER PROVIDED IN CHAPTER 6 (COMMENCING WITH SECTION 22100) IN THE EVENT THAT ANY VEHICLE MAY BE AFFECTED BY THE MOVEMENT. 21209. (A) NO PERSON SHALL DRIVE A MOTOR VEHICLE IN A BICYCLE LANE ESTABLISHED ON A ROADWAY PURSUANT TO SECTION 21207 EXCEPT AS FOLLOWS: (1) TO PARK WHERE PARKING IS PERMITTED. (2) TO ENTER OR LEAVE THE ROADWAY. (3) TO PREPARE FOR A TURN WITHIN A DISTANCE OF 200 FEET FROM THE INTERSECTION. (B) THIS SECTION DOES NOT PROHIBIT THE USE OF A MOTORIZED BICYCLE IN A BICYCLE LANE, PURSUANT TO SECTION 21207.5, AT A SPEED NO GREATER THAN IS REASONABLE OR PRUDENT, HAVING DUE REGARD FOR VISIBILITY, TRAFFIC CONDITIONS, AND THE CONDITION OF THE ROADWAY SURFACE OF THE BICYCLE LANE, AND IN A MANNER WHICH DOES NOT ENDANGER THE SAFETY OF BICYCLISTS. 21210. NO PERSON SHALL LEAVE A BICYCLE LYING ON ITS SIDE ON ANY SIDEWALK, OR SHALL PARK A BICYCLE ON A SIDEWALK IN ANY OTHER POSITION, SO THAT THERE IS NOT AN ADEQUATE PATH FOR PEDESTRIAN TRAFFIC. LOCAL AUTHORITIES MAY, BY ORDINANCE OR RESOLUTION, PROHIBIT BICYCLE PARKING IN DESIGNATED AREAS OF THE PUBLIC HIGHWAY, PROVIDED THAT APPROPRIATE SIGNS ARE ERECTED.

21211. (A) NO PERSON MAY STOP, STAND, SIT, OR LOITER UPON ANY CLASS I BIKEWAY, AS DEFINED IN SUBDIVISION (A) OF SECTION 890.4 OF THE STREETS AND HIGHWAYS CODE, OR ANY OTHER PUBLIC OR PRIVATE BICYCLE PATH OR TRAIL, IF THE STOPPING, STANDING, SITTING, OR LOITERING IMPEDES OR BLOCKS THE NORMAL AND REASONABLE MOVEMENT OF ANY BICYCLIST. (B) NO PERSON MAY PLACE OR PARK ANY BICYCLE, VEHICLE, OR ANY OTHER OBJECT UPON ANY BIKEWAY OR BICYCLE PATH OR TRAIL, AS SPECIFIED IN SUBDIVISION (A), WHICH IMPEDES OR BLOCKS THE NORMAL AND REASONABLE MOVEMENT OF ANY BICYCLIST UNLESS THE PLACEMENT OR PARKING IS NECESSARY FOR SAFE OPERATION OR IS OTHERWISE IN COMPLIANCE WITH THE LAW. (C) THIS SECTION DOES NOT APPLY TO DRIVERS OR OWNERS OF UTILITY OR PUBLIC UTILITY VEHICLES, AS PROVIDED IN SECTION 22512. (D) THIS SECTION DOES NOT

APPLY TO OWNERS OR DRIVERS OF VEHICLES WHO MAKE BRIEF STOPS WHILE ENGAGED IN THE DELIVERY OF NEWSPAPERS TO CUSTOMERS ALONG THE PERSON'S ROUTE. (E) THIS SECTION DOES NOT APPLY TO THE DRIVER OR OWNER OF A RUBBISH OR GARBAGE TRUCK WHILE ACTUALLY ENGAGED IN THE COLLECTION OF RUBBISH OR GARBAGE WITHIN A BUSINESS OR RESIDENCE DISTRICT IF THE FRONT TURN SIGNAL LAMPS AT EACH SIDE OF THE VEHICLE ARE BEING FLASHED SIMULTANEOUSLY AND THE REAR TURN SIGNAL LAMPS AT EACH SIDE OF THE VEHICLE ARE BEING FLASHED SIMULTANEOUSLY. (F) THIS SECTION DOES NOT APPLY TO THE DRIVER OR OWNER OF A TOW VEHICLE WHILE ACTUALLY ENGAGED IN THE TOWING OF A VEHICLE IF THE FRONT TURN SIGNAL LAMPS AT EACH SIDE OF THE VEHICLE ARE BEING FLASHED SIMULTANEOUSLY AND THE REAR TURN SIGNAL LAMPS AT EACH SIDE OF THE VEHICLE ARE BEING FLASHED SIMULTANEOUSLY. 21212. (A) A PERSON UNDER 18 YEARS OF AGE SHALL NOT OPERATE A BICYCLE, OR RIDE UPON A BICYCLE AS A PASSENGER, UPON A STREET, BIKEWAY, AS DEFINED IN SECTION 890.4 OF THE STREETS AND HIGHWAYS CODE, OR ANY OTHER PUBLIC BICYCLE PATH OR TRAIL UNLESS THAT PERSON IS WEARING A PROPERLY FITTED AND FASTENED BICYCLE HELMET THAT MEETS THE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI Z 90.4 BICYCLE HELMET STANDARD), THE SNELL MEMORIAL FOUNDATION'S STANDARD FOR PROTECTIVE HEADGEAR FOR USE IN BICYCLING, OR THE AMERICAN SOCIETY FOR TESTING MATERIALS (ASTM F-1447 STANDARD). THIS REQUIREMENT ALSO APPLIES TO A PERSON WHO RIDES UPON A BICYCLE WHILE IN A RESTRAINING SEAT THAT IS ATTACHED TO THE BICYCLE OR IN A TRAILER TOWED BY THE BICYCLE. (B) ANY HELMET SOLD OR OFFERED FOR SALE FOR USE BY OPERATORS AND PASSENGERS OF BICYCLES SHALL BE CONSPICUOUSLY LABELED IN ACCORDANCE WITH THE STANDARD DESCRIBED IN SUBDIVISION (A) WHICH SHALL CONSTITUTE THE MANUFACTURER'S CERTIFICATION THAT THE HELMET CONFORMS TO THE APPLICABLE SAFETY STANDARDS. (C) NO PERSON SHALL SELL, OR OFFER FOR SALE, FOR USE BY AN OPERATOR OR PASSENGER OF A BICYCLE ANY SAFETY HELMET WHICH IS NOT OF A TYPE MEETING REQUIREMENTS ESTABLISHED BY THIS SECTION. (D) ANY CHARGE UNDER THIS SUBDIVISION SHALL BE DISMISSED WHEN THE PERSON CHARGED ALLEGES IN COURT, UNDER OATH, THAT THE CHARGE AGAINST THE PERSON IS THE FIRST CHARGE AGAINST THAT PERSON UNDER THIS SUBDIVISION, UNLESS IT IS OTHERWISE ESTABLISHED IN COURT THAT THE CHARGE IS NOT THE FIRST CHARGE AGAINST THE PERSON. (E) EXCEPT AS PROVIDED IN SUBDIVISION (D), A VIOLATION OF THIS SECTION IS AN INFRACTION PUNISHABLE BY A FINE OF NOT MORE THAN TWENTY-FIVE DOLLARS (\$25). THE PARENT OR LEGAL GUARDIAN HAVING CONTROL OR CUSTODY OF AN EMANCIPATED MINOR WHOSE CONDUCT VIOLATES THIS SECTION SHALL BE JOINTLY AND SEVERALLY LIABLE WITH THE MINOR FOR THE AMOUNT OF THE FINE IMPOSED PURSUANT TO THIS SUBDIVISION. (F) NOTWITHSTANDING SECTION 1463 OF THE PENAL CODE OR ANY OTHER PROVISION OF LAW, THE FINES COLLECTED FOR A VIOLATION OF THIS SECTION SHALL BE ALLOCATED AS FOLLOWS: (1) SEVENTY-TWO AND ONE-HALF PERCENT OF THE AMOUNT COLLECTED SHALL BE DEPOSITED IN A SPECIAL ACCOUNT OF THE COUNTY HEALTH DEPARTMENT, TO BE USED FOR BICYCLE SAFETY EDUCATION AND FOR ASSISTING LOW-INCOME FAMILIES IN OBTAINING APPROVED BICYCLE HELMETS FOR CHILDREN UNDER THE AGE OF 18 YEARS, EITHER ON A LOAN OR PURCHASE BASIS. THE COUNTY MAY CONTRACT FOR THE IMPLEMENTATION OF THIS PROGRAM, WHICH, TO THE EXTENT PRACTICABLE, SHALL BE OPERATED IN CONJUNCTION WITH THE CHILD PASSENGER RESTRAINT PROGRAM PURSUANT TO SECTION 27360. (2) TWO AND ONE-HALF PERCENT OF THE AMOUNT COLLECTED SHALL BE DEPOSITED IN THE COUNTY TREASURY TO BE USED BY THE COUNTY TO ADMINISTER THE PROGRAM DESCRIBED IN PARAGRAPH (1). (3) IF THE VIOLATION OCCURRED WITHIN A CITY, 25 PERCENT OF THE AMOUNT COLLECTED SHALL BE TRANSFERRED TO AND DEPOSITED IN THE TREASURY OF THAT CITY. IF THE VIOLATION OCCURRED IN AN UNINCORPORATED AREA, THIS 25 PERCENT SHALL BE DEPOSITED AND USED PURSUANT TO PARAGRAPH (1).

# Messenger Dictionary!

CRITICAL MASS \krit' i-kel mas/ NOUN.

1. An after work bike ride founded by messenger Jim Swanson & writer Chris Carlsson in 1992. 2. A taking of the system of transport to new connective communications. 3. A lycra holiday.

MUCK \muk/ NOUN: 1. A moist sticky mixture, esp. of mud and filth 2. (phrasal verb Chiefly British) To spend time, putter.. muck about.

Inspired by "The Pedaller's A-Z" on [www.bikereader.com](http://www.bikereader.com) <<http://www.bikereader.com/>>, used with permission of *Bike Reader's* Scott Munn. Thanks, Scott!

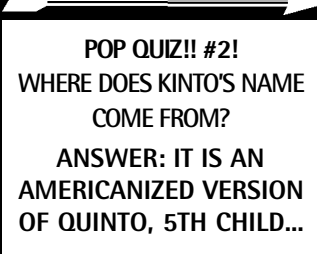


Jim Swanson & Viktor V muckin' on Viktor's b-day

## POP QUIZ!! ANSWERS FROM ISSUE #33



**POP QUIZ!!#1:**  
LOUIE ONCE WORKED AT A CHRISTMAS STORE, WHAT DID HE DO?  
**ANSWER: HE WAS A CALLIGRAPHER!**



**POP QUIZ!! #2!**  
WHERE DOES KINTO'S NAME COME FROM?  
**ANSWER: IT IS AN AMERICANIZED VERSION OF QUINTO, 5TH CHILD...**

**CORRECTION ! FROM MAY '02 POP QUIZ!!#2**  
JAMIE IS TAKING HIS WHITE-ASS BACK TO HIS NATIVE LAND. CAN YOU NAME WHAT CITY AND COUNTRY JAMIE IS MOVING TO? **ANSWER: VICTORIA, CANADA**

## Presenting Dr. Crank, the Advice Messenger!

**Q: Dr. Crank, why is it that most messengers in SF do not participate in critical mass?**

**A:** Listen dumbass, critical mass is not a courier thing and hasn't been for years; it is a bike commuter thing and something that most couriers just do not want to be part of mainly because most of us do not wish to associate with people who we consider pretenders.

And by pretender I mean people who show upon the last Friday of every month to ride in critical mass as if they are some sort of committed cyclist when in truth they are riding the bus or driving their car most of the time, and god forbid it rain I bet you do not see many of these people on their bikes. What I'm saying is critical mass seems to me to be more for people interested in being part of a politically correct protest or some social event rather than for people who actually want to use their bikes as their main mode of transportation.

Now, of course, I'm sure that there are plenty of people who participate in the ride who actually do ride their bikes a lot and use them for most of their transportation needs but when I see people pull up to Justin Hermann Plaza in their car with their

bikes on top this not an event which I want to be a part of.

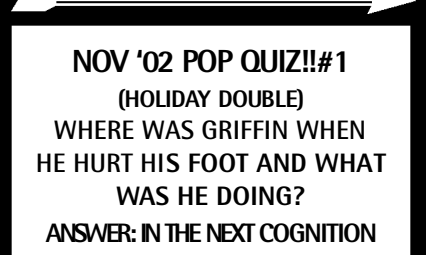
I think I see more people on their bikes on critical mass Friday than I do during most commute hours any other day of the work week. Riding a bike to some people may mean riding down to coffee shop to get your latte and talk to your friends about how the evils of our capitalist driven society is destroying the world, and then also participating in critical mass on the last Friday of every month but for the bike courier its lot more than that; its something we get on every day and sweat on and go through loads more crap than the average commuter can imagine so when I see the critical mass crowd on their bikes everyday then maybe I'll think of participating until then I think you will find me in the bar having a cold one on that Friday as I've just put in a long day of actually riding my bike. If you truly want to send a protest message then ride your bike everywhere you go even if its far away it can be done, you know, they call it cycling. Now, get hot rookie.

Have a question for Dr. Crank, our all-knowing advice messenger? Send it along to *Cognition*.

## ! NEW POP QUIZ!!



**NOV '02 POP QUIZ!!#2**  
(HOLIDAY DOUBLE)  
WHAT HALLOWEEN COSTUME DID ESTHER WEAR?  
**ANSWER: IN THE NEXT COGNITION**



**NOV '02 POP QUIZ!!#1**  
(HOLIDAY DOUBLE)  
WHERE WAS GRIFFIN WHEN HE HURT HIS FOOT AND WHAT WAS HE DOING?  
**ANSWER: IN THE NEXT COGNITION**





Rainy day photo: Kyle

## OPINION ABOUT THE NEWS !! BY HOWARD WILLIAMS

The first Gulf War has given us such misfortunes and tragedies as the Gulf War Syndrome, a severe post-war recession, Timothy McVeigh and now the D.C. area snipers. Thanks to the first Bush Oil War, ungrateful Saudi and Kuwaiti oil tycoons were free to send millions of

petrodollars to international terrorists including – and especially – Osama bin Laden.

Now Bush II wants Gulf War II. If there's one thing Hollywood does prove to the real world it's that sequels are usually worse than the originals.

Do you feel lucky...  
**punk?**

Take your best shot at the  
**DIRTY, HAIRY ALLEYCAT**

Saturday, November 23rd  
HIGH NOON at Steiner/O'Farrell

godspeedCOURIER PRESENTS...  
our 2nd race/adventure in celebrating  
7 years of anamiggets

**BIG PRIZES!**  
multiple categories  
You like challenging races? Maybe you'll like to win  
a chance to ride on the fastest skateboard in SF

Bring your Bad  
Courier Self

Pay \$5  
Have FUN  
Eat LUNCH  
HANG OUT after  
Drink BEER

Rain day- Sunday 24th



photo: Kyle



## PEDALING HISTORY A QUICK HISTORY OF BICYCLES

COURTESY OF *PEDALING HISTORY*

### The Walking Machine

In 1817 Baron von Drais invented a walking machine that would help him get around the royal gardens faster: two same-size in-line wheels, the front one steerable, mounted in a frame which you straddled. The device was propelled by pushing your feet against the ground, thus rolling yourself and the device forward in a sort of gliding walk. The machine became known as the Draisienne or hobby horse. It was made entirely of wood. This enjoyed a short lived popularity as a fad, not being practical for transportation in any other place than a well maintained pathway such as in a park or garden.



### The Velocipede or Boneshaker

The next appearance of a two-wheeled riding machine was in 1865, when pedals were applied directly to the front wheel. This machine was known as the velocipede ("fast foot"), but was popularly known as the bone shaker, since it was also made entirely of wood, then later with metal tires, and the combination of these with the cobblestone roads of the day made for an extremely uncomfortable ride. They also became a fad, and indoor riding academies, similar to roller rinks, could be found in large cities.



### The High-Wheel Bicycle

In 1870 the first all metal machine appeared. (Previous to this metallurgy was not advanced enough to provide metal which was strong enough to make small, light parts out of.) The pedals were still attached directly to the front wheel with no freewheeling mechanism. Solid rubber tires and the long spokes of the large front wheel provided a much smoother ride than its predecessor. The front wheels became larger and larger as makers realized that the larger the wheel, the farther you could travel with one rotation of the pedals. You would purchase a wheel as large as your leg length would allow. This machine was the first one to be called a bicycle ("two wheel"). These bicycles enjoyed a great popularity among

young men of means (they cost an average worker six month's pay), with the hey-day being the decade of the 1880's. Because the rider sat so high above the center of gravity, if the front wheel was stopped by a stone or rut in the road, or the sudden emergence of a dog, the entire apparatus rotated forward on its front axle, and the rider, with his legs trapped under the handlebars, was dropped unceremoniously on his head. Thus the term "taking a header" came into being.

### The High Wheel Tricycle

While the men were risking their necks on the high wheels, ladies, confined to their long skirts and corsets, could take a spin around the park on an adult tricycle. These machines also afforded more dignity to gentlemen such as doctors and clergymen. Many mechanical innovations now associated with the automobile were originally invented for tricycles. Rack and pinion steering, the differential, and band brakes, to name a few! The Highwheel Safety Improvements to the design began to be seen, many with the small wheel in the front to eliminate the tipping-forward problem. One model was promoted by its manufacturer by being ridden down the front steps of the capitol building in Washington, DC. These designs became known as high-wheel safety bicycles. Since the older high-wheel designs had been known simply as bicycles, they were now referred to as "ordinary bicycles" in comparison with the new-fangled designs, and then simply as "ordinaries."

### The Hard-Tired Safety

The further improvement of metallurgy sparked the next innovation, or rather return to previous design. With metal that was now strong enough to make a fine chain and sprocket small and light enough for a human being to power, the next design was a return to the original configuration of two same-size wheels, only now, instead of just one wheel circumference for every pedal turn, you could, through the gear ratios, have a speed the same as the huge high-wheel. The bicycles still had the hard rubber tires, and in the absence of the long, shock-absorbing spokes, the ride they provided was much more uncomfortable than any of the high-wheel designs. Many of these bicycles of 100 years ago had front and/or rear suspensions. These designs competed with each other, your choice being the high-wheel's comfort or the safety's safety, but the next innovation tolled the death of the high-wheel design.

### The Pneumatic-Tired Safety

The pneumatic tire was first applied to the bicycle by an Irish veterinarian who was trying to give his young son a more comfortable ride on his tricycle. This inventive young doctor's name was Dunlop. Sound familiar? Now that comfort and



safety could be had in the same package, and that package was getting cheaper as manufacturing methods improved, everyone clamored to ride the bicycle. This 1898 Yale uses a shaft drive to dispense with the dirty chain. The bicycle was what made the Gay Nineties gay. It was a practical investment for the working man as transportation, and gave him a much greater flexibility for leisure. Ladies, heretofore consigned to riding the heavy adult size tricycles that were only practical for taking a turn around the park, now could ride a much more versatile machine and still keep their legs covered with long skirts.

The bicycle craze killed the bustle and the corset, instituted "common-sense dressing" for women and increased their mobility considerably. In 1896 Susan B. Anthony said that "the bicycle has done more for the emancipation of women than anything else in the world."

Bicycling was so popular in the 1880s and 1890s that cyclists formed the League of American Wheelman (still in existence and now called the League of American Bicyclists). The League lobbied for better roads, literally paving the road for the automobile.

### The Kids' Bike

Introduced just after the First World War by several manufacturers, such as Mead, Sears Roebuck, and Montgomery Ward, to revitalize the bike industry (Schwinn made its big splash slightly later), these designs, now called "classic", featured automobile and motorcycle elements to appeal to kids who, presumably, would rather have a motor. If ever a bike needed a motor, this was it. These bikes evolved into the most glamorous, fabulous, ostentatious, heavy designs ever. It is unbelievable today that 14-year-old kids could do the tricks that we did on these 65 pound machines! They were built into the middle 50s, by which time they had taken on design elements of jet aircraft and even rockets. By the 60s, they were becoming leaner and simpler.

### The Current Twofer

Pedaling History has on display even the recent history of the bicycle in America that we are more familiar with: the "English 3-speed" of the 60s and 70s, the 10-speed derailleur bikes which were popular in the 70s (the derailleur had been invented before the turn of the century and had been in more-or-less common use in Europe since), the mountain bike, and of course the fixie bike of right now. There are also many oddball designs that never quite made it, including the Ingo (you have to see it to believe it!) If you'd like to know more about these fascinating machines, you may be interested in the book *Collecting and Restoring Antique Bicycles*, by G. Donald Adams.

# SFBMA WEDDINGS

## ARACHNID WEDS LIGHTNING HOTTY

BY AMERICA MEREDITH

CONT'D FROM PAGE TWO

lead us to believe that he is normally above such things. Eric somehow escaped this fate but has to live with the fact that. Oh yes... his time will come.

Although I dressed in my Lofi Customs best, I regretted not wearing a costume... The outfits were pretty good: a Hamburgler and a Grimace! An ambulance chaser, multiple Jesuses, Devils, a ping pong victim, Grady as Spike Lee (well, that's who he was dressed like).

The mood of the evening was such that even the Super Stooges' "1969" came off as upbeat. The audience actually danced. In between the Super Stooges' and K9's sets,



Paul photo: Angie

the groom destroyed a wedding cake piñata on the first stroke, equipped with the Taxi-Be-Good Stick (a miniature bat wrapped up in a bike chain). If the atmosphere of the wedding is an indication of the marriage to come (and I believe it is), Angie and Richard's will be a smashing success. -AM



The Happy Couple photo: America



Septic and Louie at Angela Galofaro and Richard Wilson's wedding party photo: America



Three cups are better than two at Angela and Richard's wedding party photo: America



Danny Red Hot and his lovely bride, Susan making it official. photo: KYLR



photo: Kyle



1997 messenger picnic photo: Kyle



NY Ferry b4 terror photo: Kyle

## DELIVERANCE SFBMA ART SHOW



BENJI ■ CHRIS BUCHANAN  
 ■ BRAD FRITZ ■ TIM GILLER  
 ■ DUSTIN KLEIN ■ GINA  
 KILPATRICK ■ SARAH KUNG  
 ■ GRIFFIN MCPARTLAND ■  
 AMERICA MEREDITH ■  
 KYLE SHEPARD ■ SILVER  
 ■ DAMON VOTOVR

LO-FI CUSTOMS  
 1776 MISSION, NOV 17-DEC 17



art by Gina Kilpatrick of Expresso photo: America



art by Griffin photo: America



art by Brad Fitz photo: America

O U T A N D A B O U T S F B M A



Tourier from Japan at Glaspoloco photo: Kyle



Devo at City Hall photo: Mike Crane



Dumptruck & Ellie May on 10/9 day photo: America



Rookie of the Year Award was presented to KB from Pro Mess on 10/9 day photo: America



Devo FaNS! photo: Mike Crane



Awardee Howard on 10/9 day photo: America



The Wall and beyond the Wall photos: Donny



more wedding fun photos: America