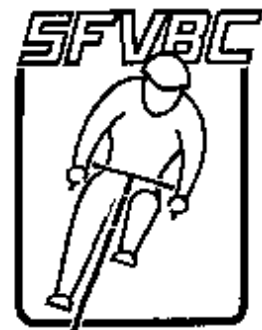


2012

# Handbook

3



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# INTRODUCTION

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**A**nother year, another Handbook. This is the two-gazillion and 12th, according to our non-existent Club Historian. The club is getting to an age when maybe having an Historian would be a good idea, but getting volunteers for *anything*, much less a job that requires lots of effort, has been, shall we say, frustrating. But I digress.

The typical new member's question about the Handbook is: "What the heck is this?" A little history is in order: When the club first started during the last century, every issue of the Newsletter contained a complete ride description of every scheduled ride. This required huge volumes of paper, which raised postage costs, even in those days, through the roof. It required clear-cutting of entire swaths of forest, and when we received a thank you note from Weyerhaeuser, we scrambled for a better way: Print the Ride Descriptions once annually in a Ride Directory. Then, someone said, "Why not put other useful stuff in the same publication?" and the Handbook was born.

**S**o, we decided to include in the Handbook as many useful items as possible. We have, from time to time, fielded complaints about our definition of useful, but c'est la vie. One thing you won't find in this issue is the Ride Descriptions, ironic since the Ride Descriptions were the reason for starting the Handbook in the first place. But, don't despair, they're posted on the club Website at [www.SFVBC.org](http://www.SFVBC.org). We absolutely guarantee, however, that you will find something new, different, and maybe even useful in this issue. Or your money back.

**T**his year, 2012, marks the second time that the Handbook is brought to you online and in living color. Well, color, anyway. We used to recommend that you keep it handy throughout the year. There's no longer a need for that. All you have to do is remember where you saved it. You're not going to save it? Well, it will be available at [www.SFVBC.org](http://www.SFVBC.org).

**H**ave a great 2012 with many, many happy and safe bicycling miles!

Bob Winning  
Editor

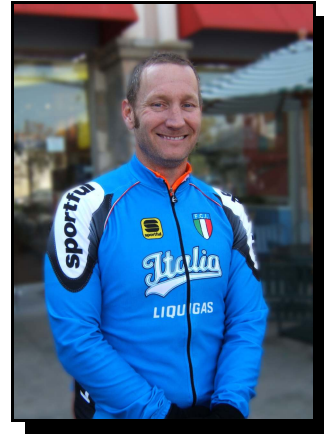
SFVBC



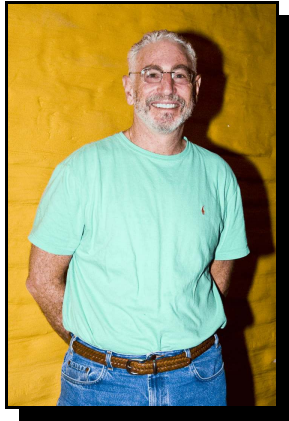
# SFVBC 2012 OFFICERS



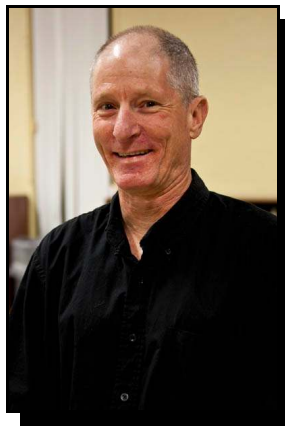
L-R Jory Gorcey, Keith Brodsky, Maria Lewis,  
Carl Wurtz, Caren Lieberman, Mark Reden,  
Randy Lawrence, Bob Winning



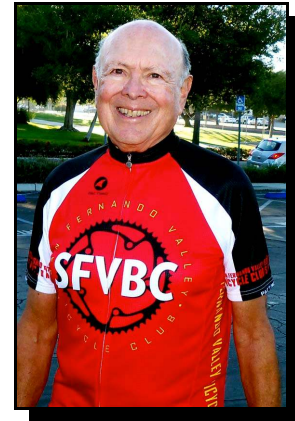
President  
Keith Brodsky



Treasurer  
Mark Reden



Vice President-Rides  
Randy Lawrence



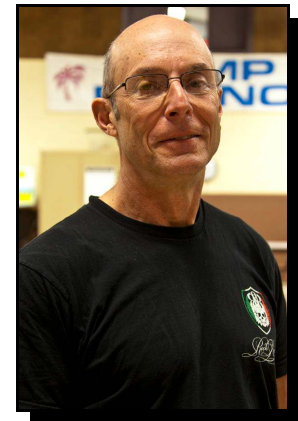
Secretary  
Bob Winning



Vice President-  
Membership  
Maria Lewis



Co-Vice President-  
Development  
Caren Lieberman



Co-Vice President-  
Development  
Jory Gorcey

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# CONTENTS

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Introduction. . . . .	-2-
Rogues Gallery—2012 SFVBC Board of Directors. . . . .	-3-
Table of Contents.. . . .	-4-
Riding with the SFVBC.. . . .	-5-
Hot Sex While Riding. . . . .	-6-
Important Tips. . . . .	-6-
Monthly Clinics-Content and Schedule. . . . .	-7-
Road Markings. . . . .	-8-
Route Slip System. . . . .	-8-
Caution-Plastic on the Road. . . . .	-8-
Monday Rides.. . . .	-9-
Wednesday Rides.. . . .	-9-
Caffeine.. . . .	-9-
CSUN Ride Start. . . . .	-10-
Always There For You. . . . .	-10-
Haberdashery. . . . .	-10-
Broken Bones Patch. . . . .	-10-
Our Website <a href="http://www.SFVBC.org">www.SFVBC.org</a> . . . . .	-11-
Membership-How It Works. . . . .	-11-
Ride Ratings. . . . .	-11-
Basic Equipment for a Ride. . . . .	-12-
Rides Not Listed or Scheduled. . . . .	-12-
How to Get A Green Light.. . . .	-12-
DMV Rules of the Road. . . . .	-13-
If You Have An Accident. . . . .	-14-
Membership Statistics. . . . .	-15-
Membership by Sex and Pets. . . . .	-16-
Gear Chart. . . . .	-17-
Distance Traveled Per Pedal Rotation. . . . .	-18-



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# RIDING WITH US

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**T**he SFVBC is as unique bicycling club, as you will see from the following paragraphs. We think that most of your questions will be answered below, but if not, feel free to contact the Ride Director, whose email address is at the end of the page.

**Q. Are newbies welcome?**

**A.** Definitely! We welcome riders of all levels and experience. Riders under 16, however, should be accompanied by a responsible person over 16.

**Q. When do we ride?**

**A.** We ride every Saturday, Sunday and all holidays. We also offer a standing Monday and Wednesday ride. Click the "Rides" button on our Website.

**Q. What time do the rides start?**

**A.** With the exception of an occasional remote ride-start, all weekend and holiday rides start at CSUN promptly at 8:00 AM.

**Q. What kind of bike do I need to ride with the SFVBC?**

**A.** A bike in good working order. Although you may use a mountain bike, we are a road-riding club, and mountain bikes tend to be less efficient on the road.

**Q. What do I need to bring with me?**

**A.** Refer to our website for complete information.

**Q. Where do the rides go? All**

over the greater northwestern Los Angeles area. We have rides anywhere from 25 to 100 or more miles.

**Q. How hard are the rides?**

**A.** We rate our rides on a 1-5 scale with 1 being the easiest and 5 the hardest. The #1 rides are short and relatively flat. The #5 rides are long and hard. The ride pace tends to be faster on the longer rides, depending on the terrain, weather and ride participants. If you are not having fun, you should try a shorter ride or a slower group next time.



**Randy Lawrence**  
**Vice President-Rides**

**Q. What should I wear?**

**A.** A helmet is required. You don't need Lycra and colorful jerseys to ride with us. The cycling specific and hi-tech fabrics are really great but not necessary to ride with us.

**Q. Do you offer any introductory rides?**

**A.** Yes. We offer an introductory ride the first Saturday of every

month. It will have a ride leader and will always be the shortest scheduled ride for that day. Only the Introductory Rides have a ride leader.

**Q. Will I get "dropped?"**

**A.** At some point everyone gets dropped! Faster riders may drop you, but sooner or later another group will catch up with you. You'll eventually fall into your natural group. Our rides have at least one break for food, water and regrouping. Getting dropped is a rite of passage.

**Q. Are there differences between the Saturday and Sunday rides?**

**A.** Yes. There tend to be more riders doing a wider variety of rides on Saturday. This makes the easier rides easier and the hard rides harder. On Sunday there are fewer rides so there are more riders on a given route, usually the shortest route of the day.

**Q. What about mountain bike rides?**

**A.** We hold an occasional ride. If you are serious about mountain biking, take a look at: <http://www.nrmbc.org>.

**Q. Do you hold rides in the rain?**

**A.** Yes, but no one may show.

**Q. Do you offer any bike tours?**

**A.** No.

**Q. I still have questions. How do I find out more?**

**A.** Email the Ride Director @ [ridedirector@sfvbc.org](mailto:ridedirector@sfvbc.org).

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# OF INTEREST TO MEMBERS

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## Hot Sex While Bicycling

**W**arning: You wouldn't be reading this if it weren't for the provocative headline!

From time to time we remind everyone that helmets are required on SFVBC rides. Since wearing a helmet is now second nature even to the diehards, such reminders have become less necessary. But time and technology have marched on, and a new admonition is in order. To wit:

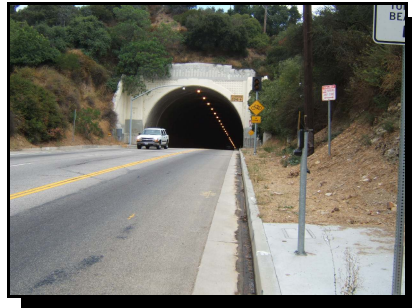
California Vehicle Code section 27400 says, "A person operating a motor vehicle or bicycle may not wear a headset covering, or earplugs in, both ears."

Of course, we're referring to iPods, iPhones, iAnything, MPx, or any audio device that you can listen to with earbuds while riding a bike. Yes, we do realize that you can hear nearly everything even with earbuds in both ears. This admonition has less to do with being able to hear than with loss of concentration and inattention to the matter at hand, namely riding skillfully, courteously, and safely.

So, although you can still be legal riding with only one earbud plugged into your noggin, while you are listening and concen-

trating on your modern marvel's output, you will tend to become unaware of your riding environment. This is dangerous for you and everyone around you!

It may take inordinate will power, but leave the phone in your pocket and the concert hall at home. Your chances of arriving at home will be greatly increased. **SFVBC**



**Sepulveda Tunnel**

## Important Riding Tips

**H**ere are a few brief, but important riding tips that will make your riding experience with the club more enjoyable and safe.

**F**irst, hold your line. That is, ride directly behind the rider in front of you. Do not move from side to side.

**S**econd, be predictable. Don't make any sudden moves/changes of direction. The person behind you expects you to keep going straight and at a certain speed. Don't disappoint him. Don't surprise him! Assume

that the person behind you is easily surprised.

**T**hird, don't overlap wheels. That is, don't get so close to the rider in front of you that your front wheel is to the left or right of his rear wheel. Even a little overlap will result in a fall, if the rider in front moves even a little bit against your front wheel.

**F**ourth, consciously ride smoothly in a perfectly straight line. All right, nobody is perfect, but many riders think they are riding smoothly in a straight line, when in fact they're wobbling from side to side, speeding up and slowing down. Smoooooth is the name of the game!



**SFVBC's Name "In Lights" At The Rose Bowl**

# HANDBOOK STUFF

## Maintenance Clinics The Care and Feeding of Your Bicycle

Classes in TCAFOYB are held at *every* club meeting, except December and January. Each class lasts about 30 minutes from 6:45PM to around 7:15PM, which is when the regular meeting starts. Classes are held in the Little Kids' room at the back of the main meeting room. There are three Professors of Cyclology who rotate teaching duties. (You are welcome to attend these classes just to watch, even if you don't bring the recommended items indicated below.)



Dana Lieberman  
Demonstrating Something  
At A Clinic

JANUARY 18: **Swapmeet.** No clinic.

FEBRUARY 15: **Bike Maintenance - From Start to Finish** by Richard Wedeen: How to keep your bike running and looking like new. Save a bundle on tuneups by doing it yourself with only a few simple tools.

MARCH 21: **Tires And Tubes - Inside and Out** by Richard Wedeen: What are the best tires and tubes for you? Is a \$100 tire or a \$10 tire what you need? What about a \$6 tube vs. a \$2 tube?

APRIL 18: **Wheel Truing - Patience Is A Virtue - Tools and Techniques** by Richard Wedeen: You can true a wheel with simple tools. Sooner or later your wheels will need truing. Come see how it's done.

MAY 16: **Quick Fixes - On The Road - Emergency Repairs** by Richard Wedeen: Little disasters happen from time to time. Here's how to overcome them and avoid having to call anyone for a ride home.

JUNE 20: **Chains** by Dana Lieberman: Making them last; when to change them; how to lubricate them; how to get 'em on and off the danged bike.

JULY 18: **Gears** by Dana Lieberman: Gear selection while riding and how to determine what your lowest gear should be.

AUGUST 15: **Brakes** by David Kooi: Stopping is just as important as getting going. Everything you need to know about proper brake usage, adjustment, and maintenance.

SEPTEMBER 19: **Handlebar Wraps** by David Kooi: They do more than make the bike look cool. They also happen to be easy to install. A demonstration of how to do it with a minimum of frustration and maximum effect.

OCTOBER 17: **Bike Fit** by David Kooi: You can't ride comfortably for long with a bike that doesn't fit right. What to look for when buying a new bike, and how and what to adjust afterwards.

NOVEMBER 21: **Frames - Selecting Them** by David Kooi: This says it all. How to select the right frame for you.

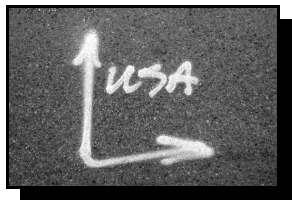
December 19: **Annual Dinner.** No Clinic.



Refreshments After Clinics

## What The Heck Are Those Road Markings?

You see it everywhere along the right side of the streets and roads. Some of our members have asked what it's all about, and not just members named Alfie.



**USA Road Marking**

Astute riders have noticed that the USA markings point out various utilities buried under the pavement. *Very* astute riders have noticed that "USA" is always white; phone lines are orange; blue is water; purple is recycled water, and yellow denotes a gas line.

"USA" stands for "Underground Service Alert," a non-profit mutual benefit corporation (just like the SFVBC). The company provides "Underground Facility Damage Prevention" service to utilities in California, Nevada, and Hawaii. Most utilities subscribe to the service, which marks roads and streets before they're torn up to make road cycling difficult. When you see "USA" painted on a street, it bodes ill for bicycling, as it means that soon the pavement is about to be torn up. The lag between the markings appearing and the actual digging ranges from one month to never.

## Route Slip System

Here's the way the SFVBC route slip system works:

1. Route slips come online at [www.sfvbc.org](http://www.sfvbc.org) seven days before the ride and are taken down at 11:59 PM the day of the ride, at which time they will be replaced with the next week's rides.

2. All route slips print up in duplicate on a standard 8 1/2 x11 sheet, two copies of the ride's route slip, printed side by side; please bring all extra copies when you come to the ride starts to help any riders who do not have Internet access, are new, or simply forgot.

3. Place any extra slips you have on the curb. We don't want to clutter the CSUN parking lot with unused route slips, so if you return to the starting point after the ride, please pick up any unused slips and discard them when you get home.

We are trying to get a few volunteers to start the rides at CSUN. Each week, one of them will handle the very minimal formalities involved in starting the ride. Call or email Randy Lawrence to volunteer to be a ride starter.

## Caution: Plastic On The Road

No, not credit cards. Not even ATM cards, phone cards, or any other form of plastic money. It's white lines and yellow lines.



All cities in L.A. and Ventura Counties use traffic lines made of plastic, applied hot, almost liquid, to the pavement. They last 5 years, give or take one or two, compared with about one year for painted lines. That's the good news.

The bad news is that during and after a rain, or if they get wet from any source, they're slicker than a walkway in a pig pen. They don't smell as bad, but a bicycle on a wet white plastic line will slide out from under the rider. Not may, *will*.

The best bet is to *never* ride on a traffic line. There may be stray water on the lines from any number of sources other than rain. Of course, if you're itching for one of those Broken Bones Bicycle Brigade patches, go ahead. Allen Kessler is in charge of the BBBB patch program. (See Page 10 of this here **HANDBOOK**.)

**SFVBC**

# STILL MORE HANDBOOK STUFF

## Monday Rides

Sometimes riding once or even twice weekly isn't enough. For those who want to put in an additional day in the saddle, the Monday ride may be just the thing for you.

There's always a rest stop featuring coffee and pastries. In Moorpark, the stop is at It's A Grind. When the ride is "Big Sky" above Simi Valley, the stop is at the Simi Corner Bakery. Destinations, almost always Moorpark or Big Sky, are set on the spot by those showing up. Lately, Moorpark and Big Sky are on alternate weeks.

The ability to go over Santa Susana Pass (twice) is a must.



Not the Usual

The Moorpark ride is around 50 miles; Big Sky is shorter but hillier. The pace on both is moderate to fast, even before eating. Rides leave from the Western Bagel shop on the south side of Plummer Street in the shopping center between Shirley Ave. and Corbin Ave. Starting time is 8:15 for more leisurely riders and 8:30 for the faster group.

## Wednesday Rides

The Club has an increasing number of ne'er do wells, retirees, hooky-players, and well, bums, who are available for rides on days other than weekends. If you're available for a fun ride of 30 to 50 miles, the Wednesday ride may be just for you. The rides leave from Camino Real Mall at 23351 Mulholland Drive, in the mall, south of Avenue San Luis at 8:15AM for more leisurely riders and 8:30 for the faster group.



It Must Be Wednesday

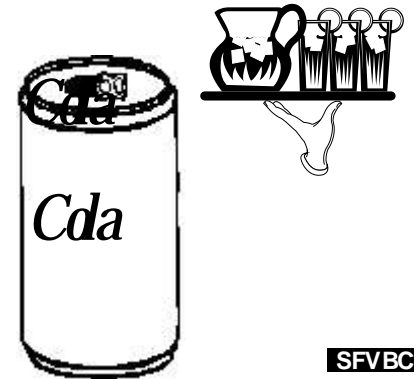
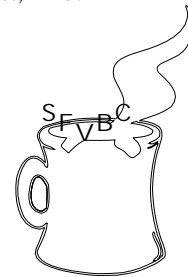
Riders range from average to fast. The destination is always Westlake, but there are different routes to get there and back, and on days when the weather is nice some riders sometimes add miles by going around Lake Sherwood and through Hidden Valley, or by returning via Simi Valley.

Return to the start is around noon, depending on mileage and how many goodies you consume at Champagne French Bakery or Corner Bakery in Westlake. There are usually eight to 20 riders sometimes fewer, occasionally even more.

## Fitness Department

Here, as a service to SFVBC members, is the final word on caffeine content of various drinks. This information comes from the UC Berkeley School of Public Health "Wellness Letter."

Caffein Source	Caffeine (mg)
Coffee, drip or brewed, 6 oz.	80-150
Coffee, instant, 6 oz.	60-100
Coffee, espresso, 2 oz.	90-110
Coffee, decaffeinated, 6 oz.	2-5
Tea, 6 oz.	20-100
Milk chocolate, 1 oz.	1-10
Hot cocoa, 6 z.	2-20
Dark chocolate, 1 oz.	5-35
Chocolate cake, 1 slice	20-30
Coca-Cola or Pepsi, 12 oz.	35
Mountain Dew, 12 oz.	55
Caffeinated water, 12 oz.	60-125
Anacin or Midol, 2 pills	64
Red Bull, 8 oz.	80
Excedrin, 2 pills	130
NoDoz, 2 pills	200
Sawdust, 1 lb.	0



SFVBC

# YIKES! MORE HANDBOOK STUFF

## **CSUN Ride Start**

Since 2004, CSUN has been charging \$4 for parking in Lot B1. The fee applies 24/7; yes, Saturdays, Sundays, Holidays, every day. Not a penny of this goes to the SFVBC. If you wish to park in Lot B1 and pay the \$4 fee, that is fine. However, for those who wish to avoid the fee, there is ample free parking on side streets all around Lot B1.



**CSUN Ride Start**

All ride-starts, except for those clearly indicated as “Remote,” start from Lot B1. Rides start promptly at 8:00 AM. By 8:01 AM, there is no sign that bicyclists were ever there. Well, that’s an exaggeration, but if you want to ride with the club, it is better to be 15 minutes early than a minute late.

## **Always There For You**

If you don’t see a ride that appeals to you on the website or Ride Schedule, show up at CSUN anyway! There are always people wanting to go on an unscheduled ride. It is one of the SFVBC’s underlying strengths that all rides start at the same

time and place every riding day! There are nearly always riders who want company to go to Santa Monica, Westlake, or Montrose, and sometimes other destinations. So come on out to the ride start, even if you don’t want to do the scheduled ride!

## **Haberdashery**

Club clothing is made by Pactimo; every item looks great, and we think everything will wear well. Pactimo’s relationship with the club dates waaaaay back to 2011. The prices of Pactimo’s products are reasonable, and the club makes no money on any garment!



**SFVBC Jersey Front**

We have a limited inventory of the most popular jersey sizes. Jackets, Vests, Arm Warmers, Shorts, Bibshorts, Knee Warmers, and Evening Gowns are ordered from Pactimo when there are a sufficient number of orders (5 of a kind).

Keith Brodsky, our Jack of All Trades is the club’s official haberdasher. Call him at (818)822-8683 or email him at [keithbrodsky@gmail.com](mailto:keithbrodsky@gmail.com). You can place orders for all club clothing on the club’s Website: [www.SFVBC.org](http://www.SFVBC.org).

## **BBBB Patch**

The Broken Bones Bicycle Brigade Patch is awarded free of charge to any SFVBC member who breaks a bone. It is a purple heart on a field of white with a red border. The red border represents the blood that may or may not have been smeared on the road in the bone-breaking incident, and the field of white represents the cheapest background color available from the patch-maker.

Only one patch is awarded to a member; if you break two bones, you get one patch. If you have a second or third accident and break more bones, it’s tough, but you get only the one patch. Compound breaks do not count extra.

The honcho in charge of Broken Bones Bicycle Brigade Patches is Allen Kessler. As you are lying in the road, if you are certain that you qualify for a patch, give the paramedics Allen’s name and phone number (818)893-3586 along with any other information they may request.

**SFVBC**

Take A Look At  
Our Website

WWW.SFVBC.ORG

**W**e conducted a detailed, but very unofficial, study of where our new members come from. We fully expected the answer to be Van Nuys or maybe somewhere in Texas, but no, the correct answer, about 92% of the time, is our Website, [www.SFVBC.org](http://www.SFVBC.org).



**Carl Wurtz**

**Incomparable Webmaster**

[www.SFVBC.org](http://www.SFVBC.org) is for everyone, not just browsing potential members. We guarantee you'll love the pretty pictures!

Carl Wurtz is the honcho in charge of the Website; if you have technical difficulties, or suggestions, or photos send Carl an e-mail. He would especially appreciate praise, kudos, adulation, and cash donations. [Ed. Note: Don't hold your breath, Carl.]

**WWW.SFVBC.ORG**



How SFVBC  
Membership Works

**W**hen you join the Club your annual membership begins on the first day of the month following receipt of your application. So, if you send in your application or sign up online on, say, April 15th, your membership begins on May 1<sup>st</sup>, and continues for one year. So if your membership began on May 1st, it will end on April 30th of the next year.

Five weeks, give or take an hour, before the expiration of your membership you will receive an email notice from the Vice President-Membership that you're about to be kaputalized, unless you renew online or send in your check for renewal.

*You won't receive any more renewal notices, so don't ignore that email.*

No matter when you renew, whether online or by snail-mailed check, your membership is renewed for one year from the date membership expired or is about to expire.

If any of this is not clear, please contact your ever-diligent/vigilant V.P.-Membership, who for 2012 will be Maria Lewis who can be reached at (818)347-6148.

Ride Ratings  
Q&A

**Q** What the heck are those Ride Ratings on Route Slips and in the Ride Descriptions on the Website ([www.sfvbc.org](http://www.sfvbc.org))?

**A** Good question, and I'm not glad you asked. Ride Ratings were begun by Matthew Lax in his incarnation as V.P.-Rides in 1984, or so. From the get-go, the Ride Ratings were a source of frustration. We spent *hours* debating the Ride Rating of each and every ride. The Rides were (and still are) rated in difficulty from 1 to 5, 1 being the easiest and 5 being the most difficult.

Some who were (and still are) unclear on the concept insisted that certain rides should be rated a 6 or 7 on the scale of 5. Keep in mind that a ride rated "1" can be very easy, very, very easy, or just plain easy. A "5" ride can be difficult, very difficult, or nearly impossible. Rides are now rated by the V.P.-Rides at his discretion. Bowing to pressure from the 6 & 7 group, he now rates the "nearly impossible" rides as "5+."

**1 2 3 4 5 5+ 5++ 5+++**

Just remember, each rating has a range, and a beginner's "4" may well be Lance Armstrong's "2." *The numbers are a guide that you have to adapt to your own fitness level.*

**SFVBC**

# AT LAST THE LAST OF STUFF

## Basic Equipment

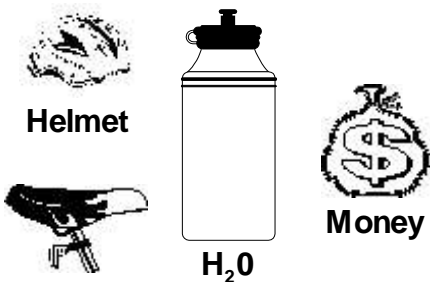
It appears that we have large numbers of members who don't come out for rides, although turnout at ride starts remains gratifyingly high. In case you are teetering on the edge and are worrying about what you need to come out for a ride, here is a list of near-necessities:

- ☞ Helmet
- ☞ Spare tube
- ☞ Tire removal tools
- ☞ Pump
- ☞ Water bottle (full)
- ☞ A reasonably well-maintained bike
- ☞ Money (for snacks)

Strongly recommended: A cellphone

That's it! Now let's not have any more excuses. Come on out and ride with us. Bring your dues/mile cost down.

P.S. If you're still hesitant about riding with the Club, see Page 5 of this **HANDBOOK**.



All Essential Items  
Plus A Pump

## Doing Rides Not Listed Or Not Scheduled

Unlike some clubs, we don't keep track of who does what rides, when they do them, or how many Club miles you've ridden. We just want you to ride.

If you know of a ride, or you've developed a ride not listed on [www.SFVBC.org](http://www.SFVBC.org), tell the V.P.-Rides, Randy Lawrence, (818) 917-3744 about it. Better yet, give him a Route Slip, preferably in Excel or PDF format with the ride starting at Parking Lot B1 at CSUN. Feel free to invent rides and modify Club rides, and then tell Randy about your innovations.

If there is a Club ride in existence, but it isn't scheduled for the date you want to do it, Route Slips for every Club ride are available for the asking from Randy. There's never a charge, and he'll mail it to you, postage paid. He can also email it to you.



Not This Kind  
Of Pump

## How To Get A Green Light

Demand lights are the bane of our existence. Actually, rude drivers, erratic weather forecasts, and people who break beer bottles on the road compete for the "bane" title, but red, unchanging traffic lights come close. There is a law in California that an unresponsive red light should be treated the same as a blinking red. Didn't know that, didya? Declaring the light to be unresponsive, though, can lead to unfortunate events.



This Is A  
Traffic Light

Assuming that you can see the line where the wires for the traffic light's sensor are buried in the pavement, put your front wheel on the line; swing your rear wheel to a point where it rests on the line, and wait. You will almost always get a green light (or green arrow). If this doesn't work after a reasonable time, treat the red (or red arrow) as blinking, and go when it is safe to do so. But be generous in your definition of "a reasonable time."

This procedure works about 90% of the time. If it doesn't, call the Los Angeles Traffic Bureau (311). **SFVBC**

# STATE OF CALIFORNIA

## DEPARTMENT OF MOTOR VEHICLES

### Sharing The Road

**B**icycle riders on the public streets have the same rights and responsibilities as automobile drivers. Drivers of motor vehicles must treat bicycle riders the same as drivers of other

lights, and most other traffic laws and signs. Special care must be used near them because any collision with them will probably result in serious injury. This means that automobile drivers must leave safe passing room and

must not turn so close to them that the bicyclist is in danger of being hit.

Although bicyclists will normally ride near the right hand curb or edge of the roadway, they can legally move left to turn left, to pass another vehicle or bicycle, or to avoid debris or parked cars. They may have to swerve to avoid a car door suddenly opening. Expect any of these moves by bicyclists in a main traffic lane.

Remember, on one-way streets,

this can be the left lane.

When the lane is too narrow to pass a cyclist safely, wait until the next lane is clear and give the

cyclist all the rights of any other slow moving vehicle.

A motorist parked at a curb must not open a door on the traffic side of a vehicle without looking for other vehicles, including bicycles or motorcycles.

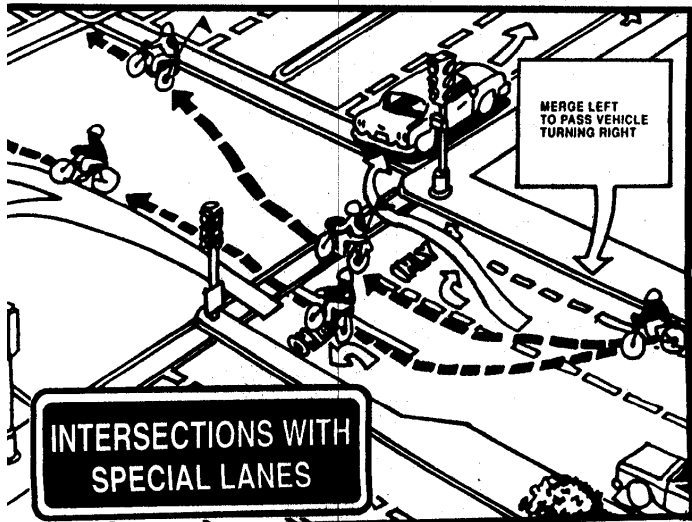
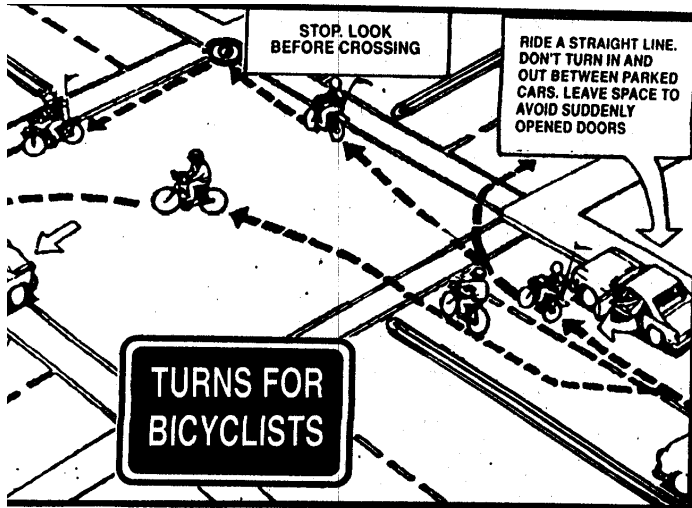
Bicycle riders may give right turn signals with their arm held straight out, pointing right. Remember, bicycles are small and sometimes drivers do not see them.

### Bicycle Lanes

**A** Bicycle lane is shown by a solid white line along either side of the street, four or more feet from the curb. This line will usually be a broken line near the corner. The words "**BIKE LANE**" are painted at various locations in this lane. Motorists must not drive in a bike lane unless they are making a right turn at a corner or other entrance, such as a driveway. Then drive the vehicle into the bike lane no more than 200 feet from the entrance or corner before your turn. Watch for bikes before entering the bike lane. It is permissible to park in the bike lane unless signs say "**NO PARKING.**"

Pedestrians are not allowed in bike lanes when there are sidewalks. Drivers of motorized bicycles should use the bike lanes carefully to avoid collisions with bicycle riders.

**SFVBC**



motor vehicles. Bicyclists are not out of place on the roadway — they are part of the traffic and share the road with other drivers. They must obey stop signs, traffic

# IN CASE OF CAR vs. BIKE ACCIDENT

by Bike Attorney Bill Harris (800)559-6868

1. **Insist on a police report.** Calling 911 and reporting an injury accident will get you the police and paramedics. A police report has valuable information, not only about how the accident happened, but personal information on the driver.
2. **Get witness names and telephone numbers.** Police may not take down all witnesses. No matter how clear-cut the accident facts seem, you need a witness in case the driver later lies.
3. **Attempt to obtain driver insurance information.** Police are not required to get this information, and often do not. If the motorist does not report the accident to his insurance, then you can do so.
4. **Go to an emergency room on the day of the accident.** Ride in an ambulance or have someone drive you there. Don't ride your bike from the scene. Report all of your pain and injuries to the emergency room nurses and doctors, however small.
5. **Take photographs of all visible injuries and scene evidence.** Photos of road rash will maximize your injury claim. Scene photos, such as skid marks, may win your case.
6. **Save bike, clothing and helmet in accident condition.** Don't throw away anything until your case is over. Don't repair your bike until it is inspected.
7. **Obtain a bike shop estimate for replacement of all scratched or damaged property.** Aim to collect full replacement cost for all damaged property. The property damage claim is settled separately from your bodily injury claim and first.
8. **Get follow-up medical treatment if pain persists.** Medical treatment, including exams, will document your continuing pain and injuries and will prove your pain and suffering damages.
9. **Report the accident to your auto insurance.** Medical payments, uninsured motorist and underinsured motorist coverages apply if there is contact with a motor vehicle. Homeowners insurance will cover your bike (minus deductible) if the accident was the fault of the motorist.
10. **If there is no driver insurance information, complete and mail to the DMV an SR-1 form.** DMV will require the driver to show proof of insurance or his license will be suspended. If you do not hear from an insurance company within 60 days, send an SR-19 form with \$20 to DMV.
11. **You are entitled to claim: (1) actual medical expenses, (2) lost wages, (3) pain and suffering damages, and (4) property damage.** Most disputes with insurance companies are over accident fault (negligence) and/or the amount of pain and suffering damages. There are no clear guidelines for pain and suffering damages, the amount depends on many factors, such as the injuries, medical expenses, and disability time.
12. **Before settling your bodily injury claim, ensure that your injuries have healed completely.** You have two years maximum from the date of the accident to file a lawsuit against the driver for your bodily injury claim. You have three years from the date of the accident to file a lawsuit if you have only a property damage claim.
13. **California is a comparative negligence state, so fault in the accident may be divided up.** If you are entirely at fault for the accident (e.g., you turn in front of a motorist) then you have no claim. If the motorist is entirely at fault (e.g., he makes a left turn in front of you) then you have a right to collect 100% of your damages. There are many other situations in which you may be partially at fault; this reduces your damages comparatively (e.g., you are 50% at fault, so you have a right to collect 50% of your damages).
14. **If your total claim exceeds the Small Claims Court maximum of \$5,000, consider hiring a lawyer.** Lawyers all work on a contingency basis, a percentage of the amount received for your bodily injury claim. Fees vary, so shop around. But like other professions, there is no substitute for experience.
15. **If you have questions, call for a free consultation with a lawyer.** Call for a consultation even if you don't plan to hire a lawyer. It can't hurt, it's free!

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# MEMBERSHIP STATISTICS

The following two tables were compiled by Maria Lewis, V.P.-Membership who, contrary to her protests, is really a numbers kinda gal. But then, we've discovered that when it comes to SFVBC statistics, we're all numbers people. After you're done perusing these numbers, you'll find yet another table dealing with sex, a subject that seems to get everyone's attention, even staunchly non-numbers folks.

## 2012 Memberships by City



Smiling in the sun...



... and in the rain!

## Where Do They Live?

Burbank	20	Los Angeles	16	Sherman Oaks	29	Valencia	3
Calabasas	4	Moorpark	4	Simi Valley	8	Valley Village	7
Canoga Park	12	North Hills	18	Studio City	9	Van Nuys	21
Cyn Country	3	No. Hollywood	16	Sunland	5	West Hills	23
Chatsworth	36	Northridge	68	Sylmar	7	Winnetka	7
Encino	30	Panorama City	9	Tarzana	15	Woodland Hills	42
Glendale	9	Porter Ranch	9	Topanga	3	Miscellaneous	23
Granada Hills	30	Reseda	16	Tujunga	5	<b>Grand Total</b>	<b><u>507</u></b>

\* Some Club members in the Miscellaneous category live out of state: Dave Alexander and Donald Peterson in Oregon, Steve Somers and Lisa Tonks in Arizona, Lou Meluso in Kansas, and R.J. LoCurto in Tennessee.

# MEMBERSHIP-SEX

As promised on the previous page, here is a subject of interest to all.



## *Number of Men/Women/Children/Animals in the SFVBC*

Group	Number	Percent of Total
Men	362	71 %
Women	98	19 %
Children	41	8 %
Dogs	5*	1 %
Horses	1**	0.2 %
	507	100 %

\*Augie Doggie, Duncan, Prada, Pupper, and Soffee    \*\* Cricket

## *2011 SFVBC Renewal Rates*

Month	Rate	Month	Rate
January	86 %	July	72 %
February	88 %	August	64 %
March	81 %	September	71 %
April	90 %	October	61 %
May	78 %	November	80 %
June	73 %	December	77 %



Duncan



Cricket

*Average renewal rate: 77 %*

# GEAR CHART (GEAR INCHES)

## CHAINWHEEL TEETH

	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28
<b>12</b>	119	117	115	113	110	108	106	104	101	99	97	95	92	90	88	86	83	81	79	77	74	72	70	68	65	63
<b>13</b>	110	108	106	104	102	100	98	96	93	91	89	87	85	83	81	79	77	75	73	71	69	66	64	62	60	58
<b>14</b>	102	100	98	96	95	93	91	89	87	85	83	81	79	77	75	73	71	69	68	66	64	62	60	58	56	54
<b>F 15</b>	95	94	92	90	88	86	85	83	81	79	77	76	74	72	70	68	67	65	63	61	59	58	56	54	52	50
<b>R 16</b>	89	88	86	84	83	81	79	78	76	74	73	71	69	68	66	64	62	61	59	57	56	54	52	51	49	47
<b>E 17</b>	84	83	81	79	78	76	75	73	71	70	68	67	65	64	62	60	59	57	56	54	52	51	49	48	46	44
<b>E 18</b>	80	78	77	75	74	72	71	69	68	66	65	63	62	60	59	57	56	54	53	51	50	48	47	45	44	42
<b>W 19</b>	75	74	72	71	70	68	67	65	64	63	61	60	58	57	55	54	53	51	50	48	47	45	44	43	41	40
<b>H 20</b>	72	70	69	68	66	65	63	62	61	59	58	57	55	54	53	51	50	49	47	46	45	43	42	41	39	38
<b>E 21</b>	68	67	66	64	63	62	60	59	58	57	55	54	53	51	50	49	48	46	45	44	42	41	40	39	37	36
<b>E 22</b>	65	64	63	61	60	59	58	56	55	54	53	52	50	49	48	47	45	44	43	42	41	39	38	37	36	34
<b>L 23</b>	62	61	60	59	58	56	55	54	53	52	50	49	48	47	46	45	43	42	41	40	39	38	36	35	34	33
<b>24</b>	60	59	57	56	55	54	53	52	51	50	48	47	46	45	44	43	42	41	39	38	37	36	35	34	33	32
<b>T 25</b>	57	56	55	54	53	52	51	50	49	48	46	45	44	43	42	41	40	39	38	37	36	35	33	32	31	30
<b>E 26</b>	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	39	38	37	36	35	34	33	32	31	30	29
<b>E 27</b>	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28
<b>T 28</b>	51	50	49	48	47	46	45	44	43	42	41	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27
<b>H 29</b>	49	48	47	47	46	45	44	43	42	41	40	39	38	37	36	35	34	34	33	32	31	30	29	28	27	26
<b>30</b>	48	47	46	45	44	43	42	41	41	40	39	38	37	36	35	34	33	32	32	31	30	29	28	27	26	25
<b>31</b>	46	45	44	44	43	42	41	40	39	38	37	37	36	35	34	33	32	31	30	30	29	28	27	26	25	24
<b>32</b>	45	44	43	42	41	41	40	39	38	37	36	35	35	34	33	32	31	30	30	29	28	27	26	25	24	24

# DISTANCE TRAVELED/PEDAL ROTATION

## CHAINWHEEL TEETH

	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28
11	34.2	33.5	32.9	32.2	31.6	30.9	30.3	29.7	29.0	28.4	27.7	27.1	26.4	25.8	25.1	24.5	23.9	23.2	22.6	21.9	21.3	20.6	20.0	19.3	18.7	18.1
12	31.3	30.7	30.1	29.5	29.0	28.4	27.8	27.2	26.6	26.0	25.4	24.8	24.2	23.6	23.0	22.5	21.9	21.3	20.7	20.1	19.5	18.9	18.3	17.7	17.1	16.5
13	28.9	28.4	27.8	27.3	26.7	26.2	25.6	25.1	24.5	24.0	23.5	22.9	22.4	21.8	21.3	20.7	20.2	19.6	19.1	18.5	18.0	17.5	16.9	16.4	15.8	15.3
14	26.8	26.3	25.8	25.3	24.8	24.3	23.8	23.3	22.8	22.3	21.8	21.3	20.8	20.3	19.8	19.2	18.7	18.2	17.7	17.2	16.7	16.2	15.7	15.2	14.7	14.2
F 15	25.1	24.6	24.1	23.6	23.2	22.7	22.2	21.7	21.3	20.8	20.3	19.9	19.4	18.9	18.4	18.0	17.5	17.0	16.5	16.1	15.6	15.1	14.7	14.2	13.7	13.2
R 16	23.5	23.0	22.6	22.2	21.7	21.3	20.8	20.4	19.9	19.5	19.1	18.6	18.2	17.7	17.3	16.8	16.4	16.0	15.5	15.1	14.6	14.2	13.7	13.3	12.9	12.4
E 17	22.1	21.7	21.3	20.9	20.4	20.0	19.6	19.2	18.8	18.4	17.9	17.5	17.1	16.7	16.3	15.9	15.4	15.0	14.6	14.2	13.8	13.3	12.9	12.5	12.1	11.7
E 18	20.9	20.5	20.1	19.7	19.3	18.9	18.5	18.1	17.7	17.3	16.9	16.5	16.2	15.8	15.4	15.0	14.6	14.2	13.8	13.4	13.0	12.6	12.2	11.8	11.4	11.0
W 19	19.8	19.4	19.0	18.7	18.3	17.9	17.5	17.2	16.8	16.4	16.0	15.7	15.3	14.9	14.6	14.2	13.8	13.4	13.1	12.7	12.3	11.9	11.6	11.2	10.8	10.5
H 20	18.8	18.4	18.1	17.7	17.4	17.0	16.7	16.3	16.0	15.6	15.2	14.9	14.5	14.2	13.8	13.5	13.1	12.8	12.4	12.1	11.7	11.3	11.0	10.6	10.3	9.9
E 21	17.9	17.6	17.2	16.9	16.5	16.2	15.9	15.5	15.2	14.9	14.5	14.2	13.8	13.5	13.2	12.8	12.5	12.2	11.8	11.5	11.1	10.8	10.5	10.1	9.8	9.5
E 22	17.1	16.8	16.4	16.1	15.8	15.5	15.1	14.8	14.5	14.2	13.9	13.5	13.2	12.9	12.6	12.2	11.9	11.6	11.3	11.0	10.6	10.3	10.0	9.7	9.3	9.0
L 23	16.3	16.0	15.7	15.4	15.1	14.8	14.5	14.2	13.9	13.6	13.3	12.9	12.6	12.3	12.0	11.7	11.4	11.1	10.8	10.5	10.2	9.9	9.6	9.2	8.9	8.6
24	15.7	15.4	15.1	14.8	14.5	14.2	13.9	13.6	13.3	13.0	12.7	12.4	12.1	11.8	11.5	11.2	10.9	10.6	10.3	10.0	9.8	9.5	9.2	8.9	8.6	8.3
T 25	15.0	14.7	14.5	14.2	13.9	13.6	13.3	13.0	12.8	12.5	12.2	11.9	11.6	11.3	11.1	10.8	10.5	10.2	9.9	9.6	9.4	9.1	8.8	8.5	8.2	7.9
E 26	14.5	14.2	13.9	13.6	13.4	13.1	12.8	12.5	12.3	12.0	11.7	11.5	11.2	10.9	10.6	10.4	10.1	9.8	9.5	9.3	9.0	8.7	8.5	8.2	7.9	7.6
E 27	13.9	13.7	13.4	13.1	12.9	12.6	12.3	12.1	11.8	11.6	11.3	11.0	10.8	10.5	10.2	10.0	9.7	9.5	9.2	8.9	8.7	8.4	8.1	7.9	7.6	7.4
T 28	13.4	13.2	12.9	12.7	12.4	12.2	11.9	11.6	11.4	11.1	10.9	10.6	10.4	10.1	9.9	9.6	9.4	9.1	8.9	8.6	8.4	8.1	7.9	7.6	7.3	7.1
H 29	13.0	12.7	12.5	12.2	12.0	11.7	11.5	11.2	11.0	10.8	10.5	10.3	10.0	9.8	9.5	9.3	9.0	8.8	8.6	8.3	8.1	7.8	7.6	7.3	7.1	6.8
30	12.5	12.3	12.1	11.8	11.6	11.3	11.1	10.9	10.6	10.4	10.2	9.9	9.7	9.5	9.2	9.0	8.7	8.5	8.3	8.0	7.8	7.6	7.3	7.1	6.9	6.6
31	12.1	11.9	11.7	11.4	11.2	11.0	10.8	10.5	10.3	10.1	9.8	9.6	9.4	9.1	8.9	8.7	8.5	8.2	8.0	7.8	7.5	7.3	7.1	6.9	6.6	6.4
32	11.7	11.5	11.3	11.1	10.9	10.6	10.4	10.2	10.0	9.8	9.5	9.3	9.1	8.9	8.6	8.4	8.2	8.0	7.8	7.5	7.3	7.1	6.9	6.6	6.4	6.2

## DISTANCE (FEET) TRAVELED WITH ONE PEDAL REVOLUTION

### Fixing Flats

Q. Some people recommend remounting the tire opposite the valve stem first. My brother-in-law's son's friend's second cousin who is a Cat 2 racer says you're nuts. You should start at the valve stem.

A. First of all, that's not a question. Secondly, a Cat 2 racer probably uses sew-ups. Thirdly, you can do it either way. But, you'll find that the tire rolls

onto the rim easier if you start *opposite* the valve stem and push down on the tire, using both hands. This seats the tire deeply into the rim, which makes the tire looser at the valve. Try it; you'll see it works better that way.

Either way, after mounting the tire be sure to push the valve stem up into the rim, and pull it back out; this completes the seating process. **SFVBC**