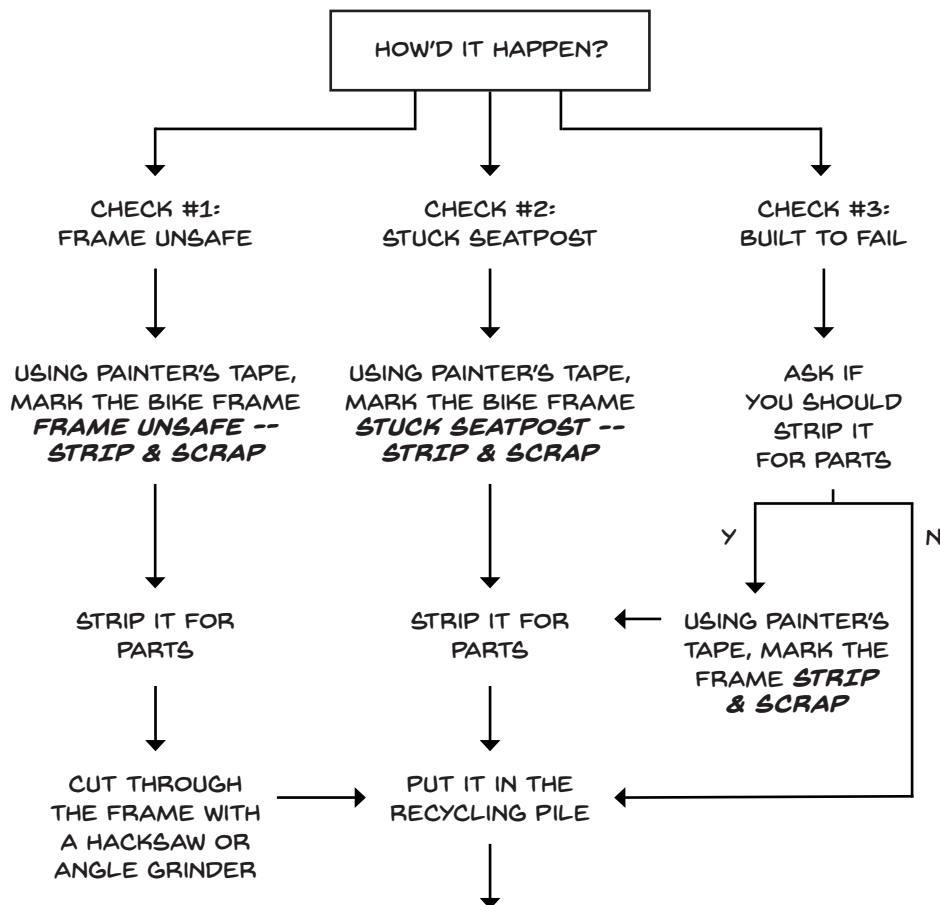


IF YOUR BIKE PASSED THE TEST

CONGRATULATIONS! THIS BIKE CAN ENTER THE PIPELINE FOR REPAIRS. BRING IT OVER TO THE WELCOME DESK. THE FOLKS THERE WILL HELP YOU UPDATE ITS ENTRY IN OUR INVENTORY TRACKER AND MARK IT WITH A BADGE OR STICKER THAT SAYS "FIX ME." THEY'LL ALSO GIVE IT A REPAIR BOOKLET MATCHING THE UNIQUE BIKE ID # ON ITS HEAD TUBE. (IF IT DOESN'T HAVE A BIKE ID # YET, MAKE SURE THAT HAPPENS, STAT.) NEXT, SOMEONE WILL START FIXING IT UP -- MAYBE YOU!!

IF YOUR BIKE HAS DIED THE BIG DEATH



UPDATE THIS BIKE'S ID # IN OUR INVENTORY TRACKER AT THE WELCOME DESK. THEN POUR ONE OUT FOR OUR LOST LITTLE LAMB.

SUPER FUN BIKE REPAIR ZINE!

#1

FOLLOW THESE STEPS TO FIX UP ANY BIKE, WHETHER IT'S A BIKE CO-OP DONATION OR YOUR OWN TRUSTY STEED!

IN THIS ISSUE, OUR HEROES FACE THEIR FIRST CHALLENGE:

INTAKING BIKES!

WELCOME ABOARD, TRUE BELIEVERS -- LET'S GET GREASY! GRAB A DONATED BIKE AND LET'S ANSWER THIS BIG QUESTION TOGETHER:

DO WE WANT TO REPAIR THIS BIKE?

FIRST OFF, LET'S BE CLEAR: *ALL BIKES ARE BEAUTIFUL*. FURTHERMORE, THE *MOST VALUABLE BIKES IN THE WORLD* ARE THE ONES THAT ARE DOING THE MOST TO IMPROVE THEIR OWNERS' LIVES. *PERIOD!* SO IF YOU'RE WORKING ON YOUR OWN BIKE AND IT MAKES YOUR LIFE BETTER, *LET'S REPAIR IT!*

BUT! IF YOU'RE VOLUNTEERING TO FIX UP A BIKE THAT'S BEEN *DONATED TO THE CO-OP*, AND NOT YOUR OWN TRUSTY STEED, WE WANT TO MAKE SURE TO HONOR YOUR VALUABLE TIME AND OUR SHARED RESOURCES WITH GOOD PROJECTS. THAT MEANS WE'RE GOING TO *FILTER OUT* SOME BIKES FROM THE REPAIR LINEUP. EACH BIKE NEEDS TO PASS THREE BIG CHECKS:

- ≧ THE FRAME ISN'T DAMAGED
- ≧ THE SEATPOST ISN'T STUCK (OR "SEIZED")
- ≧ THE RATIO OF "BIKE QUALITY" TO "BIKE CONDITION" HAS TO BE WORTH FIXING UP

THIS FOUR-PAGE BOOKLET WILL HELP YOU DETERMINE WHETHER THIS BIKE PASSES THESE TESTS OR GETS SENT ON TO ITS NEXT LIFE. READ ON!

PRELIMINARY CHECK #1: FRAME AND FORK

MANY BIKES ARE DONATED AFTER COLLISIONS, AND SOMETIMES THAT MEANS THEY'RE NOT SAFE TO RIDE ANYMORE. HERE'S WHAT TO CHECK FOR:

NO BAD BENDS, BIG DENTS, OR CRACKS	FRAME OK?	FORK OK?
DROPOUTS ARE OK	FRAME OK?	FORK OK?
FRAME ALIGNMENT LOOKS STRAIGHT	FRAME OK?	FORK OK?

CERTAIN DENTS AND BENDS ARE NO BIG DEAL, BUT OTHERS CAN MAKE THE BIKE UNSAFE TO RIDE. (CRACKS ARE DEFINITELY A DEALBREAKER!) IF THAT'S WHAT'S UP WITH THIS BIKE, IT HAS **DIED THE BIG DEATH**. SKIP TO PAGE 4.

TIP: CHECK FOR RIPPLES IN THE PAINT -- THEY OFTEN MEAN THERE'S A CRACK BENEATH THE SURFACE!

TIP: YOU CAN REPLACE A BUSTED FORK, BUT IF IT WAS DESTROYED IN A CRASH, THEN THE REST OF THE BIKE MIGHT ALSO HAVE BEEN DAMAGED. SO IF YOU FIND A MESSED-UP **FORK**, YOU'VE GOT TO CHECK THE BIKE'S **FRAME** VERY CAREFULLY TO MAKE SURE IT DIDN'T GET BENT UP **TOO**. FYI, YOU CAN BASICALLY MIX-AND-MATCH FRAMES AND FORKS FOREVER, BUT THERE ARE A FEW DIFFERENT SIZES OF FORKS (AND WHEELS) SO NOT EVERY FORK WILL WORK WITH EVERY FRAME.

PRELIMINARY CHECK #2: SEATPOST & SADDLE

UN-CLAMP THE SEATPOST: CAN YOU MOVE IT?

IF YOUR SEATPOST IS STUCK, THERE'S A BUNCH OF WAYS TO TRY AND FREE IT. LOOK AT **SHELDON BROWN'S** EXCELLENT **ONLINE GUIDE** OR ASK YOUR PALS, AND FEEL FREE TO TRY SOME OUT. BUT **LOOK** -- IF IT'S REALLY 100% STUCK IN THERE, THEN THIS BIKE HAS **DIED THE BIG DEATH**. IT HAPPENS. SKIP TO PAGE 4.

IF THE SEATPOST MOVES OK, OR IF YOU SUCCEEDED IN FREEING IT -- HOT DAMN, THAT'S A SERIOUS ACHIEVEMENT! -- CELEBRATE LIKE A HERO, AND MOVE ALONG TO THE LAST PRELIMINARY STEP.

PRELIMINARY CHECK #3: QUALITY CONTROL

IS IT WORTH THE TIME AND EFFORT?

GENERALLY, WE'RE GOING TO PASS OVER BIKES MADE BY **MASS-PRODUCTION MANUFACTURERS**. BUT WHY DON'T WE JUST FIX THEM UP?

"BUDGET BIKES" GET THEIR LOW STICKER COSTS BECAUSE MANUFACTURERS CUT CORNERS DURING PRODUCTION & ASSEMBLY IN ORDER TO SELL THEM AS CHEAPLY AS POSSIBLE. THESE BIKES ARE **LITERALLY BUILT TO FAIL** -- IMPRECISELY ENGINEERED, CONSTRUCTED FROM LOW-GRADE MATERIALS, FABRICATED IN COUNTRIES WITH INHUMANE LABOR STANDARDS, ASSEMBLED DOMESTICALLY BY NON-UNIONIZED WORKERS, AND PEDDLED BY MEGA-CORPORATIONS WITH ENOUGH CASH TO CRUSH USER LIABILITY CLAIMS ABOUT THEIR FAILURES. THEY BREAK DOWN QUICKLY, AND OFTEN **CAN'T ACTUALLY BE REPAIRED** TO BETTER CONDITION.

THIS IS A SOCIAL JUSTICE ISSUE. AFTER ALL, WHO RELIES THE MOST ON BIG BOX STORES AND ONLINE DIRECT SALES FOR BUYING BIKES? **PEOPLE WHO ARE TRADITIONALLY EXCLUDED FROM BIKE SHOPS**, INCLUDING WOMEN, TRANS AND NONBINARY RIDERS, POOR RIDERS, AND RIDERS OF COLOR. AND DON'T FORGET WHERE NYC LAND USE CODES LETS THE BIG BOX STORES SET UP SHOP -- **IN POOR COMMUNITIES OF COLOR**.

FOR US, IF A BIKE COMES FROM A BUDGET BRAND -- INCLUDING **MAGNA, HUFFY, PACIFIC, MONGOOSE, ROADMASTER, DIAMONDBACK, MURRAY, NEXT, MOTIV, CCM, AND FREE SPIRIT** -- AND SEEMS LIKE IT'S GOING TO NEED ANYTHING MORE THAN MINIMAL WORK, THEN WE'RE GOING TO DECLINE TO REPAIR IT. OUR ENERGY IS BETTER SPENT RESTORING BETTER-QUALITY BIKES TO REPLACE THESE LEMONS. TURN THE PAGE TO SEE WHAT'S NEXT.

TIP: UNSTICKING SEATPOSTS IS ONE AREA WHERE YOU'LL GET **FIVE OPINIONS** FOR EVERY **THREE PEOPLE** YOU ASK, PLUS, TOO OFTEN, A BUNCH OF **KNOW-IT-ALL MEN** WHO REALLY WANT TO HOVER AROUND AND TELL YOU WHAT TO DO -- OR EVEN TRY TO DO IT **FOR YOU**, EVEN THOUGH YOU **DIDN'T** ASK THEM AND THEY'RE **DEFINITELY** JUST **GUESSING** ANYWAY. IT CAN BE ANNOYING AND OVERWHELMING. SO: SHOO THEM AWAY OR ASK A VOLUNTEER TO GET THEM OFF YOUR BACK, AND THEN TRY WHICHEVER METHODS LOOK GOOD TO **YOU!**