

# EFFECTIVE CYCLING ACCESSORIES

from

## CUSTOM CYCLE FITMENTS

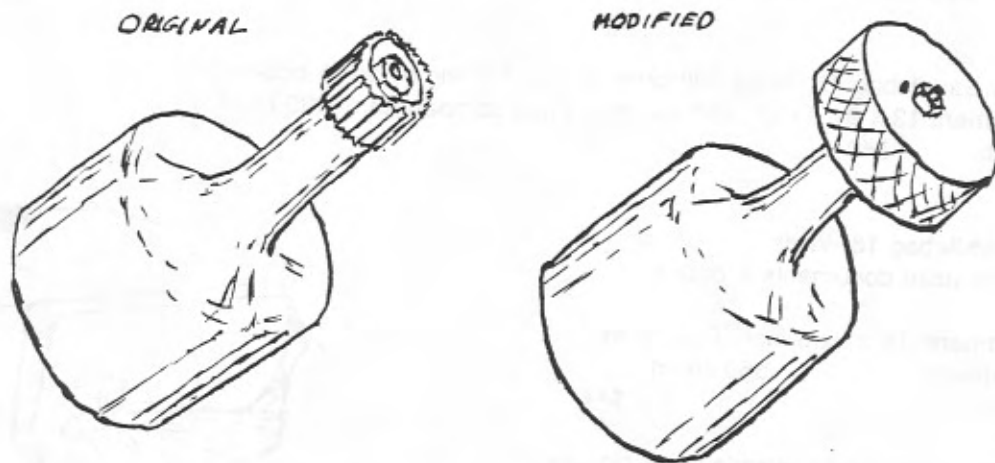
726 Madrone Ave., Sunnyvale, CA 94086-3041  
408-734-9426

### About Custom Cycle Fitments

Cycling was the first high-technology popular sport, and the bicycle was the first individual transportation machine. Cycling technique is highly developed: many thousands of ideas have been invented, tested, and either proven or discarded in the century since the first cyclists traveled the roads. The knowledge and skills developed before 1948 were tested by the real world road experience of millions of cyclists using their bikes every day. Since then, however, real bicycle use almost disappeared, and with it the traditional knowledge and skills. Many traditional cycle fitments have disappeared and are now being replaced by new designs that are not based on the cycling knowledge of the past.

Custom Cycle Fitments is dedicated to designing and manufacturing cycling fitments for the discriminating cyclist who chooses to ride for many purposes which take him upon the roads in all conditions of traffic and weather, and with various clothing and carrying requirements. In short, the effective cycling equipment that had been largely forgotten now can be greatly improved by new materials and the conceptual improvements that these permit.

John Forester, the founder of Custom Cycle Fitments, comes from a family that started cycling about 1880. He has himself cycled since 1937. His experience and knowledge come to you in his books, his designs, and his campaign to preserve cycling as legitimate travel on the roads. His partner, Dorris Taylor, contributes her experience of commuting and sporting cycling since 1968 and her skill in developing John's designs for manufacture.



### FORESTER HIGH-SPEED GENERATOR DRIVE WHEEL

The typical generator is built for 2-15 mph. To give light at walking speed it overpowers the bulb at road speeds. The high-speed generator drive wheel is double the diameter of the typical drive wheel. This raises the practical speed range to 5-30 mph. It also markedly reduces the drag of the generator and makes it practically invulnerable to slippage in snowy conditions. The reduced number of revolutions and

the addition of an oiling hole more than doubles the life of the generator (they fail by wearing out the upper bearing). The wheel is made of aluminum that won't wear out. Its tread of nylon net and neoprene is readily renewed with contact cement. The generator drive wheel has a standard 5 x 0.8 metric thread that matches the shaft of most popular generators.

Weight: 15 gm.

Price: \$5.00

### DAY SADDLEBAGS: TWO SIZES

**DESIGN:** The cyclist's traditional best carrying bag -- it carries the load where the bike and cyclist feel it least -- improved by modern design.

Non-sag construction holds the bottom up -- it will not sag onto the tire or mudguard, even when carrying heavy, concentrated loads like cameras or books, or when filled over the top.

Front section is tapered so that despite large capacity the bag does not touch your buttocks or thighs.

Swaying is minimized by both 3-point attachment (saddle loops and seatpost) and by the forward-located tool compartment.

Two-compartment structural design: front compartment for small dense objects like tools and locks is firmly held between the 3 support points; the main compartment for large objects hangs directly from the saddle loops or fitment.

Closure strap design allows long straps for retaining bulky loads without loose ends to foul the tire or the brake.

**FABRIC:** Urethane-coated nylon fabric, outside map pocket, leather saddle straps, durable wear patch where the bag touches the brake and seat stays, delrin-toothed zippers on each side of front compartment.

**COLORS:** Blue, Red, Orange, Yellow, Black, Green: single color or different colors for main body and side panels. Specify choices when ordering.

**MOUNTING:** These saddlebags require 11 inches between saddle loops and tire. If your saddle has no loops, use the Quickfit Saddlebag Fitment on page 6. If your saddle is too low, whether it has loops or not, use the Quickfit Saddlebag Raising Fitment. The saddlebag straps are 5/8" wide, spacing to order. Specify the center-to-center distance to fit your saddle loops. 4-1/8" fits Brooks saddles and CCF saddlebag fitments.

Standard Day Saddlebag 13" Wide Will carry standard 3-ring binder & books  
 Main compartment 13 x 9x 6 inch, 480 cu. in. Front compartment 290 cu. in.  
 10 oz, 300 gm. \$40

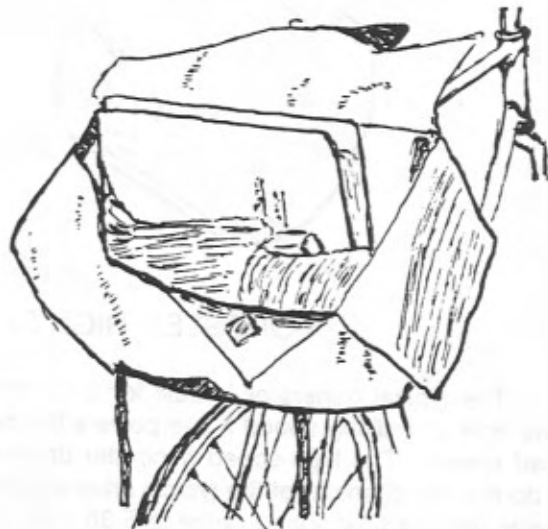
Large Day Saddlebag 16" Wide  
 Will carry legal-sized documents & books

Main compartment: 16 x 9x 6 inch, 610 cu. in.  
 Front compartment 350 cu. in.  
 16 oz, 460 gm. \$44

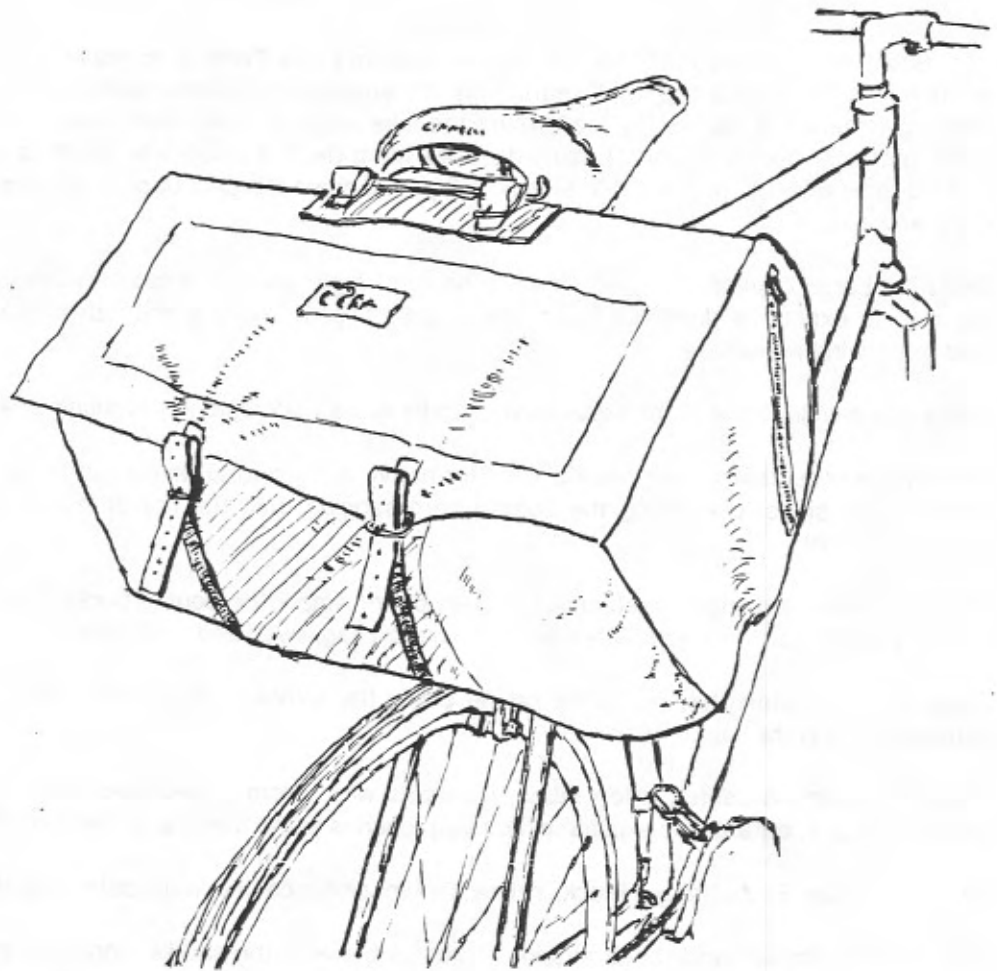
Velcro-fastened inner straps provide quick closure

Accepts Shoulder Carrying Strap shown on Page 6

16" Day Saddlebag being loaded: Touring tools, spare tubes and patch kit in front. Rear compartment part full with large 3-ring binder, 2 medium-sized books, sweater and jacket.

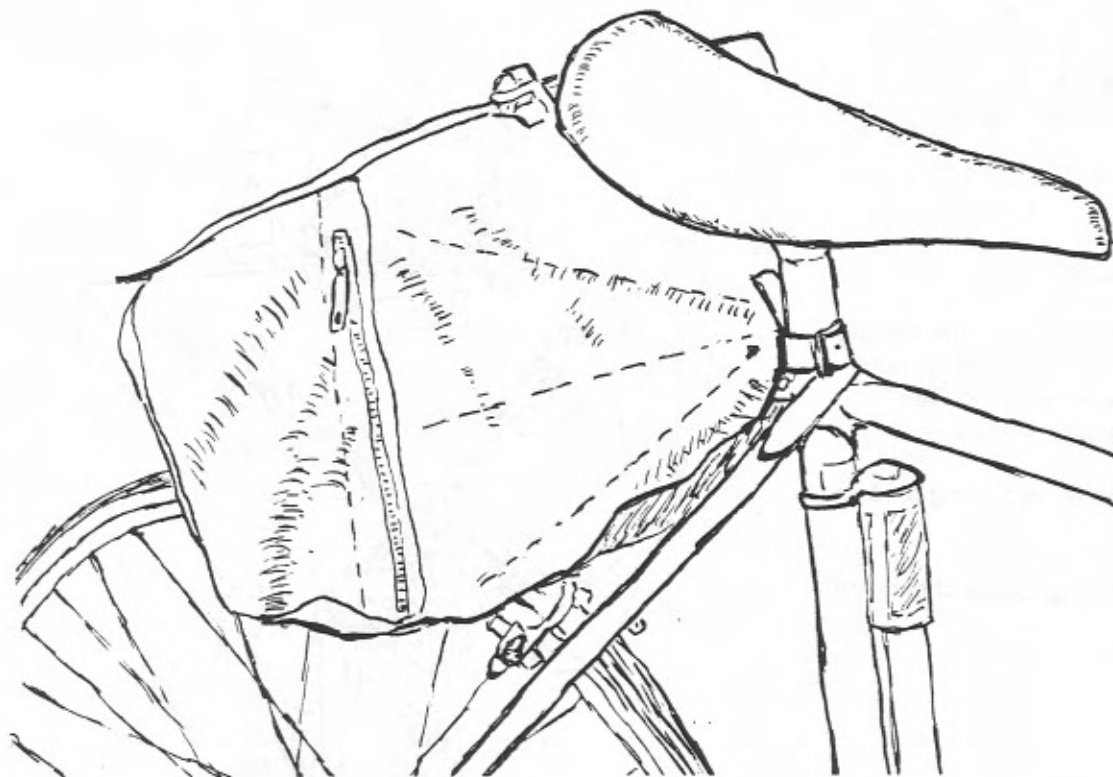


Velcro-closed Map  
Pocket



Long straps allow full expansion, buckle position keeps strap ends away from wheel when empty.

An easy load with room to spare: Touring tools, spare tubes & patch kit, 3-ring binder, 2 medium-sized books, sweater and jacket. Neat, non-sag appearance.



Saddle straps 5/8" wide, spacing to order. Specify center-to-center distance. 4-1/8" fits Brooks saddles, CCF saddlebag fitments.

Front compartment for tools and heavy items, zipper access each side.

Tapered shape provides room without touching thighs.

## TOURING BAG

Going on tour? Modern materials enable Custom Cycle Fitments to make the biggest design improvements in the traditional touring bag in 50 years. This refinement of the traditional touring bag is the touring cyclist's best carrying fitment -- it carries the load where the bike and the cyclist feel it least. Everything that you need for a hotel, motel, or hosteling tour of many days will fit inside. For those who eat in restaurants or in grocery stores and sleep beside the road, it will even hold a 2-pound down sleeping bag, 2 changes of clothes, tools and spares, cape and spats.

**DESIGN:** Large capacity: 16" wide x 10" long x 11" high, over 1060 cubic inches, yet carefully shaped so it fits the bicycle exactly, it does not touch the cyclist's thighs, and it is the same width as the cyclist to minimize additional wind resistance.

**Anti-sway design:** three point suspension (saddle loops and seatpost) reduces sway to the practical minimum.

**Non-sag construction:** side compartments for heavy items and an in-curved bottom pattern keep concentrated loads at the sides, preventing the bottom from sagging onto the tire or mudguard, whether full, half-full, or practically empty.

**Truly expandable design:** whether full, half-empty or empty the double buckle sets and upward-running straps enable you to strap the load tightly inside to minimize sag, sway and wind resistance, without loose straps or flaps.

**Easy access to tools:** turning up the corner of the flap exposes the zipper openings of the side compartments without opening the bag.

**FABRIC:** Urethane-coated nylon fabric, equipped with velcro-closed map pocket on flap, leather saddle and seatpost straps, durable wear patch where bag touches brake and stays, delrin-toothed zippers for side pockets.

**COLORS:** Blue, Red, Orange, Black, Yellow, Green, single-color or multi-color. Specify main body and side colors.

**MOUNTING:** These saddlebags require 11 inches between the saddle loops and the tire. If your saddle has no loops, use the Quickfit Saddlebag Fitment on page 6. If your saddle is too low, whether it has loops or not, use the Quickfit Saddlebag Raising Fitment. The saddlebag straps are 5-8" wide, spacing to order. Specify the center-to-center distance to fit your saddle loops. 4-1/8" fits Brooks saddles and CCF saddlebag fitments.

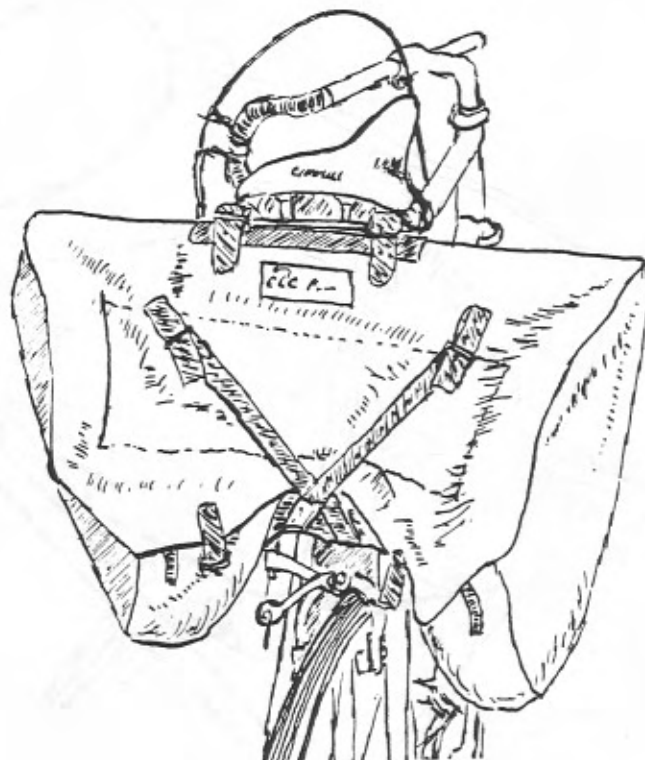
Touring bag 16 x 10 x 11" 13 oz, 370 grams,  
1060 cu. inch. \$44

### Velcro-closed Map Pocket

When almost empty, like this with only touring tools and spare tires in side compartments, the upper buckles enable straps to "reef" the bag so it does not sag onto the tire.

Center compartment will accept 3-ring binders & books.

Accepts Shoulder Carrying Strap shown on page 6.

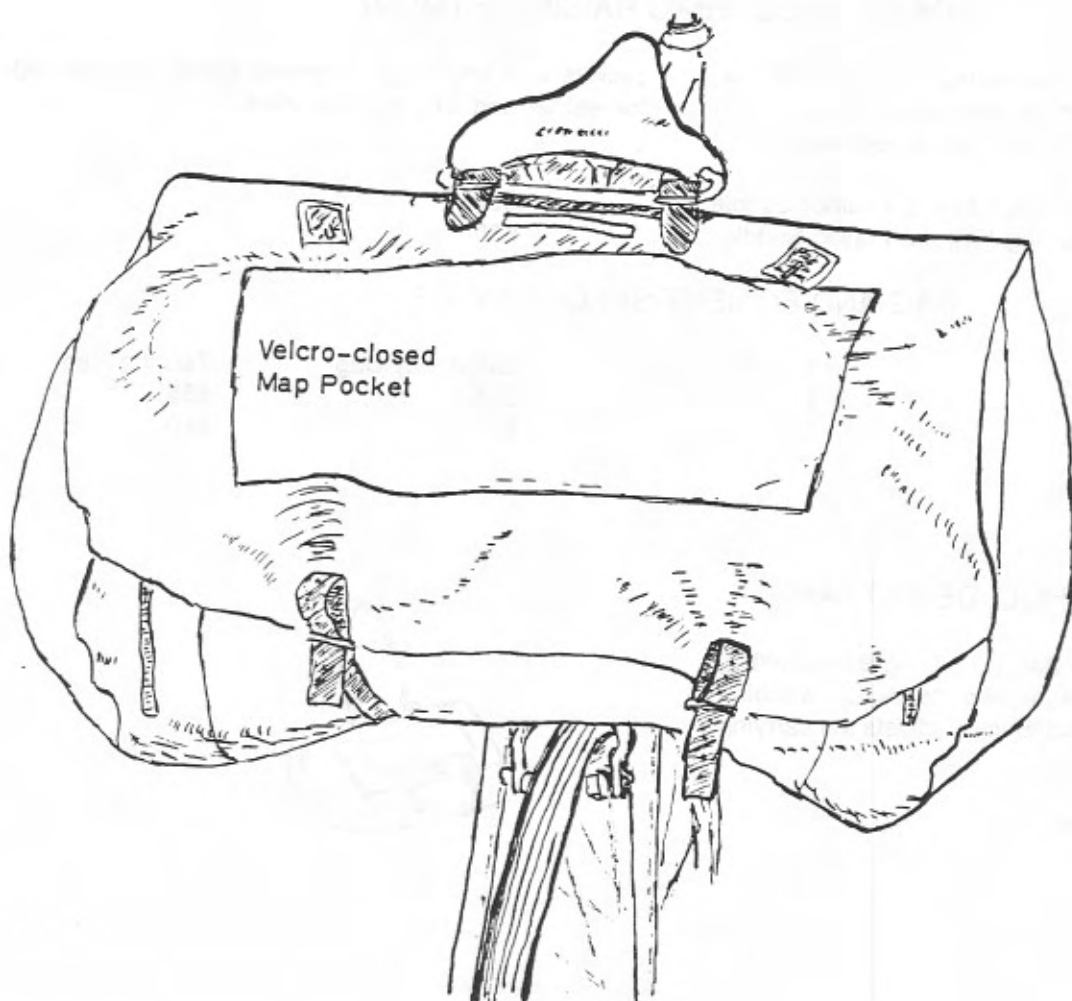
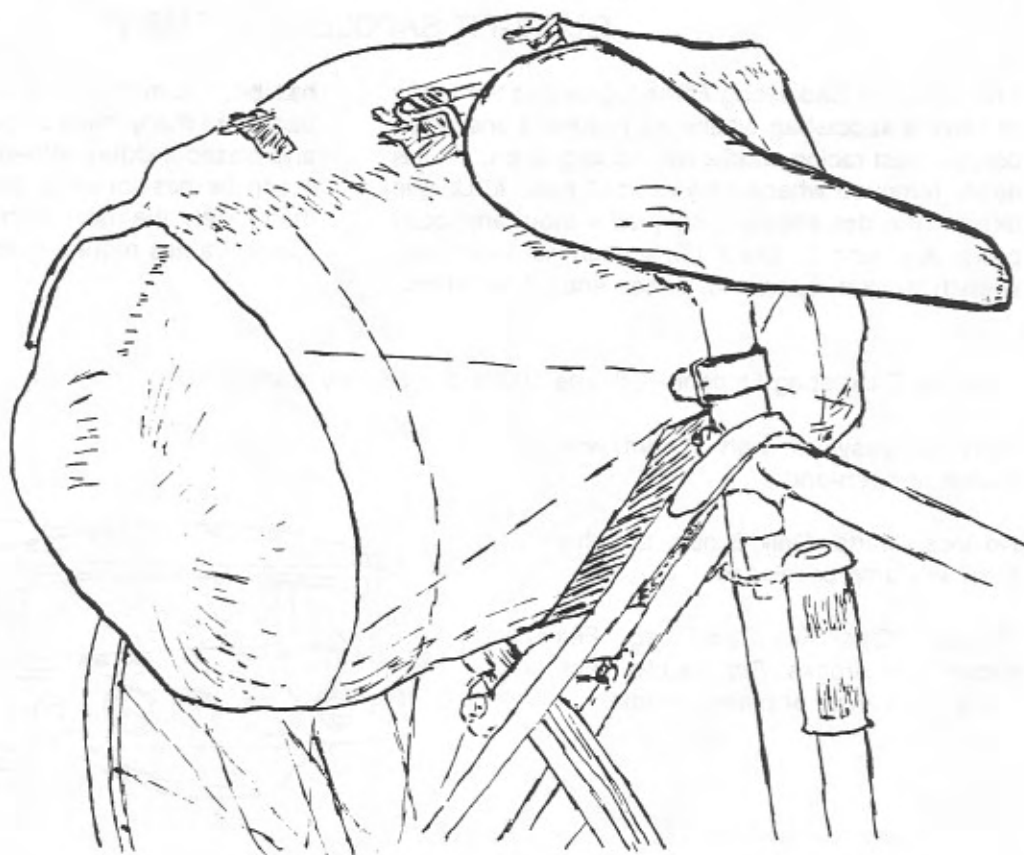


Tapered shape provides room without touching thighs

Seatpost anti-sway strap

Saddle straps 5/8" wide, spacing to order. Specify center-to-center distance. 4-1/8" fits Brooks saddles, CCF saddlebag fitments.

Velcro-closed Map Pocket



Almost full: Contents as illustrated: 3-pound sleeping bag, warmup suit, arm & leg warmers, spare jersey and shorts, trousers, toilet kit, sweater, touring tools, spare tubes and patch kit.

Incurved bottom and strap position prevent sag onto the tire.

Zippered side compartments can be opened without loosening straps.

### QUICK-FIT SADDLEBAG FITMENT

The Quick-Fit Saddlebag Fitment provides the ability to carry a saddlebag whenever you need one, even on your best racing saddle without bag loops, yet it is easily removed whenever you don't need it. Unique design provides easy-on, easy-off without any loose parts. Just turn 2 nuts 2 turns each with an 8 mm wrench (socket, open-end, or box-end). The fitment

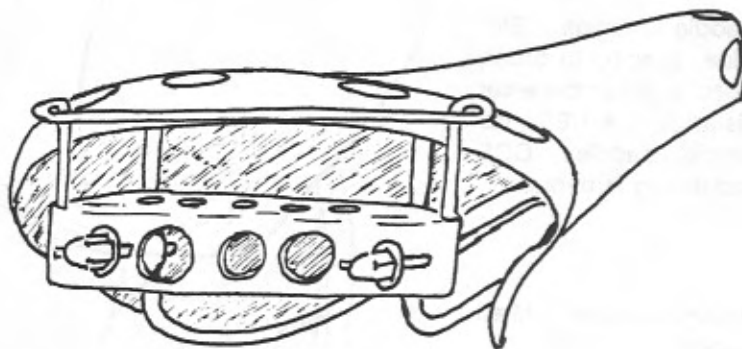
has been tested in daily service with heavy saddlebags over many miles of rough roads, on both leather and plastic saddles. When used on a leather saddle it can be positioned to carry the bag 1-1/2" higher than with the normal bag loops. Ideal alloy-bar saddle frames require special clamps, \$5 additional.

Quick-Fit Saddlebag Fitment Chrome plated 5 1/2 oz, 160 gram, \$15

Easy-on, easy off with 8 mm wrench, socket or open-end.

No loose parts. Only 2 nuts to tighten 2 turns to clamp or release.

Regular Quick-Fit Saddlebag Fitment shown on Brooks Pro saddle. Fits all makes of leather or plastic saddle.



### QUICK-FIT SADDLEBAG RAISING FITMENT

These versions of the Saddlebag Fitment carry the bag 2 inches higher than the normal bag loops, 1-1/2" higher than the regular fitment, as is necessary for

cyclists with short legs. Different types are required for leather and for plastic saddles.

Quick-Fit Saddlebag Raising Fitment, Leather Saddle

\$20

Quick-Fit Saddlebag Raising Fitment, Plastic Saddle

\$20

### BAG AND FITMENT SPECIAL PRICE

	Small Day Bag	Large Day Bag	Touring Bag
Standard Fitment	\$50	\$55	\$55
Raiser Fitment	\$55	\$60	\$60

### CARRYING SHOULDER STRAP

For carrying either Day Bag or Touring Bag to office, class, or around shops or airports. Nylon webbing with leather shoulder pad. Buckle adjusts the carrying height.

Carrying Shoulder Strap  
40 grams \$3.50



## TIRE AND TOOL BAG

Traveling light? This is the ideal under-saddle bag for club rides, training, short trips.

Three-point attachment eliminates swaying or tilting, keeps bag from touching thighs. Nylon strap with quick-release buckle secures bag to both saddle-frame bars, holds tight whether bag is full or empty. Velcro-closed strap secures around seatpost to prevent tilting. Two small bags can be fitted simultaneously for extra capacity. Two sizes available. The smaller will hold 2 Del Mundo tires, or tube, patch kit, tools and arm and leg warmers. The larger is the widest that an under-saddle bag can be without touching your thighs.

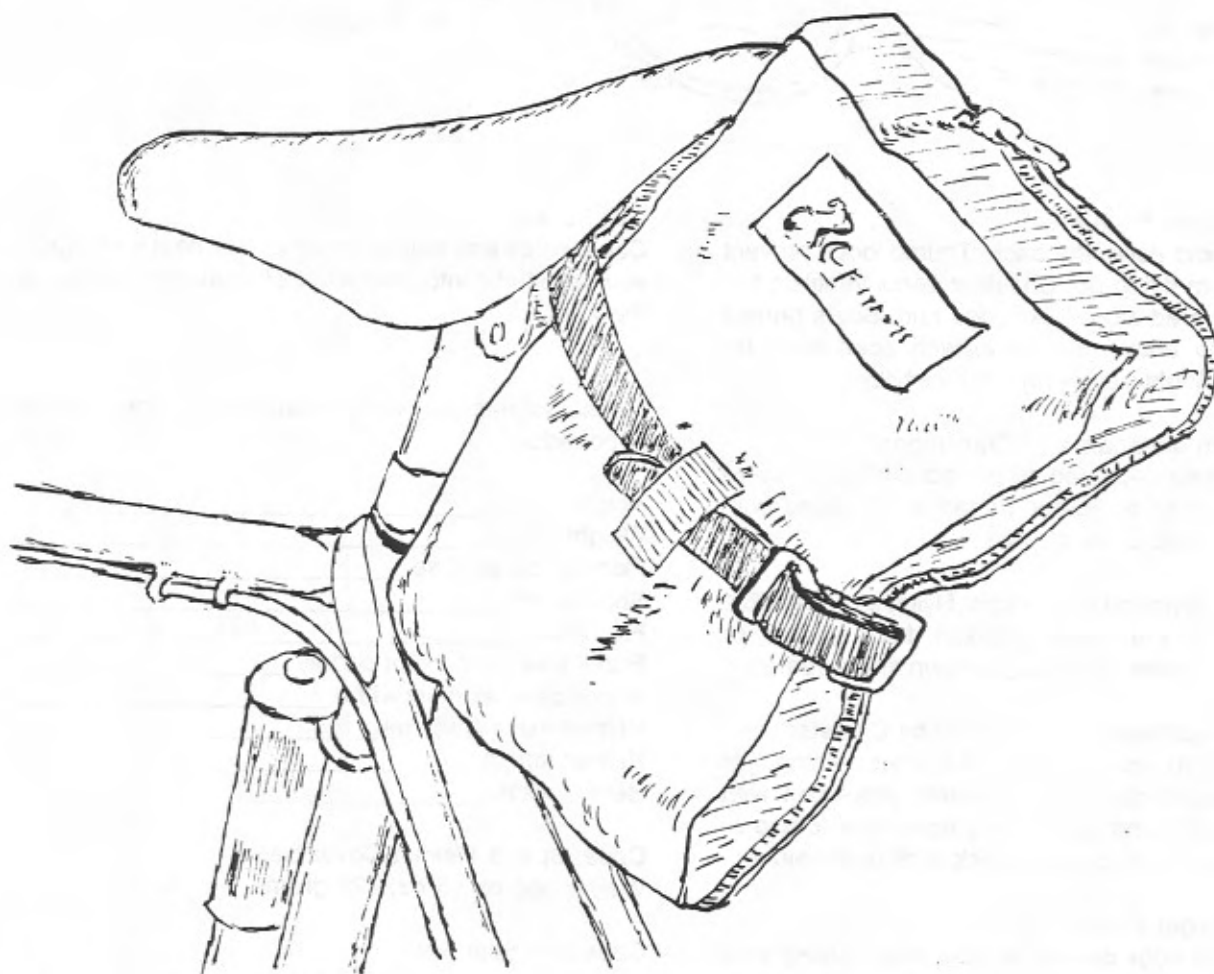
## Large Tire &amp; Tool Bag

Rugged nylon fabric, waterproof urethane-coated, completely enclosed by a 16" easy-sliding nylon YKK zipper, keeps even your little goodies safe inside, protected from loss, sun and rain.

**COLORS:** Red, Blue, Orange, Yellow, Green, Black or your choice of any combination of these for sides, center and zipper. All with black straps.

**Small Tire & Tool Bag:** Specify colors for sides, center, zipper. 5½ x 9½ x 2½ inches, 14 x 24 x 6 cm, 130 cu.in., 75 grams \$7.50

**Large Tire & Tool Bag:** Specify colors for sides, center, zipper. 5½ x 9½ x 3½ inches, 14 x 24 x 9 cm, 182 cu. in., 85 grams \$9.25



Contents as illustrated: Large touring toolkit, spare tubes & patch kit, arm & leg warmers

**RAIN CAPE,  
SPATS &  
HELMET  
COVER**

**Best Wet Weather Cycling Clothing:**

Cycling in the rain can be either warm or cold. In warm rain, only the cycling cape, with its open bottom and vented back, allows sufficient air flow to evaporate your sweat. In cold rain, only the cape with its insulated finger pockets keeps your hands warm.



**Best Traditional Features:**

Waist ties hold down the back. Thumb loops prevent the front from flying up. Shoulder vents ventilate the interior. Covered zipper excludes rain. Spats protect from toes to above the knee, with open back for ventilation. Bright yellow for best visibility.

**Best Modern Materials and Craftsmanship:**

Durable urethane-coated nylon fabric. Seams sewn with heavy-duty polyester thread and sealed with urethane. Velcro collar closure.

Spat straps fastened with velcro. Nylon straps enable you to carry the cape package from saddle or saddlebag buckles. Made to your own measurements.

**Exclusive Improvements Designed by Cyclists:**

New shape fits you on your bike: Close fitting, yet non-constrictive design -- complete protection with freedom to ride and control, yet no excess to flap or hold puddles. Neck zipper opens to fit over helmet.

**Insulated Finger Pockets:**

Hold the front edge down over your fingers, keep your fingers warm even when wet. Properly positioned for operating the brakes.

**Helmet Cover:**

Keeps the rain out of helmet holes, with flap to keep rain from running down your neck.

**Self Pocket:**

Cape, spats and helmet cover in one neat package -- you can stuff it into itself while still holding it up out of the mud.

Measurements necessary: (distance in inches, weight in pounds)

- Height \_\_\_\_\_
- Weight \_\_\_\_\_
- Floor to top of knee \_\_\_\_\_
- Shoe length \_\_\_\_\_
- Frame size \_\_\_\_\_
- Brake lever to back of saddle \_\_\_\_\_
- Handlebar maximum width \_\_\_\_\_
- Helmet make & model \_\_\_\_\_
- Helmet length \_\_\_\_\_
- Helmet width \_\_\_\_\_

Cape, Spat & Helmet Cover Set  
Weight approx 15 oz, 425 grams      \$55

Cape and Spat Set  
Weight approx 14 oz, 400 grams      \$50

Helmet Cover alone      \$6.75

Spats alone      \$13.25



## SADDLE COVER

Protect your precious leather saddle against rain and dew. Lightweight, urethane-coated waterproof nylon saddle cover with elastic edge is thin enough to ride on.

COLORS: Red, Blue, Orange, Yellow, Green  
Saddle cover 25 grams \$3.50

## PANTS CUFF BANDS

When you ride in long pants you need cuff bands, but the traditional steel clips slip on modern fabrics. Custom Cycle Fitments presents its well-proven, fully elastic, velcro-fastened cuff band that does not slip even on slick synthetic fabrics. Measure over socks and pants. Small size fits 8" -10" around, large size fits 10" to 13" around.

Pants Cuff Bands  
Small, Large, per pair \$2.75

## PANTS LEG PROTECTOR

When riding in your best commuting pants the right leg may acquire the "mark of the beast", chain oil over the inside right ankle. This black, greaseproof calf-high half-spat keeps that mark off your pants. Secured by velcro-fastened elastic straps. Two sizes available, determined by circumference of leg half-way up calf. Small size fits 10-12", large size fits 12-15" circumference.

Pants Leg Protector  
Small, Large, \$6.50

## SHOE COVERS

Cycling shoes that are well ventilated for comfort in hot weather and for drainage in wet get pretty cold when it's 40°F or below. These windproof and water-resistant shoe covers enable you to cycle comfortably in considerably colder weather without changing to winter-sized shoes and larger toeclips. Covers are urethane-coated black waterproof nylon fabric, with opening for cleat, closed by velcro-fastened flaps across the sole behind the cleat and at heel. Front side of cover is completely closed to prevent wind and water from entering. Since they weigh only 70 gm the pair and fold up flat they can be carried easily. Four sizes available. Measure shoe from tip of to rear of heel, in centimeters.

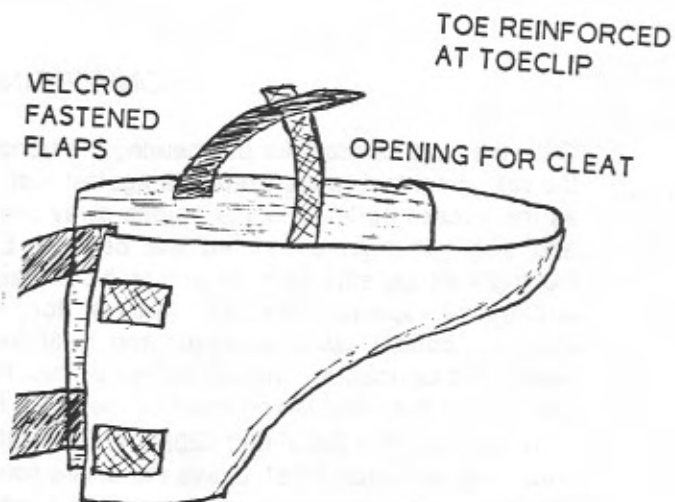
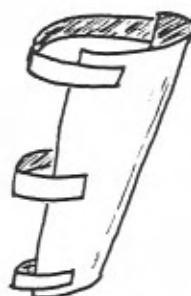
Size 1 24-26 cm    Size 2 27-29 cm  
Size 3 29-31 cm    Size 4 31-33 cm

Shoe covers, 70 gm Sizes 1, 2, 3, 4 \$13.25

## WHEEL COVERS

To protect tires during storage or storage. Generous 9" width, urethane-coated, waterproof nylon, with added black center strip. Elasticized edges and end hooks hold covers secure. Red, Orange, Yellow, Blue, Green, Black, all with Black Center Strip.

Wheel covers per pair \$18.00



## LEAKPROOF OIL CAN OR EYEWASH BOTTLE

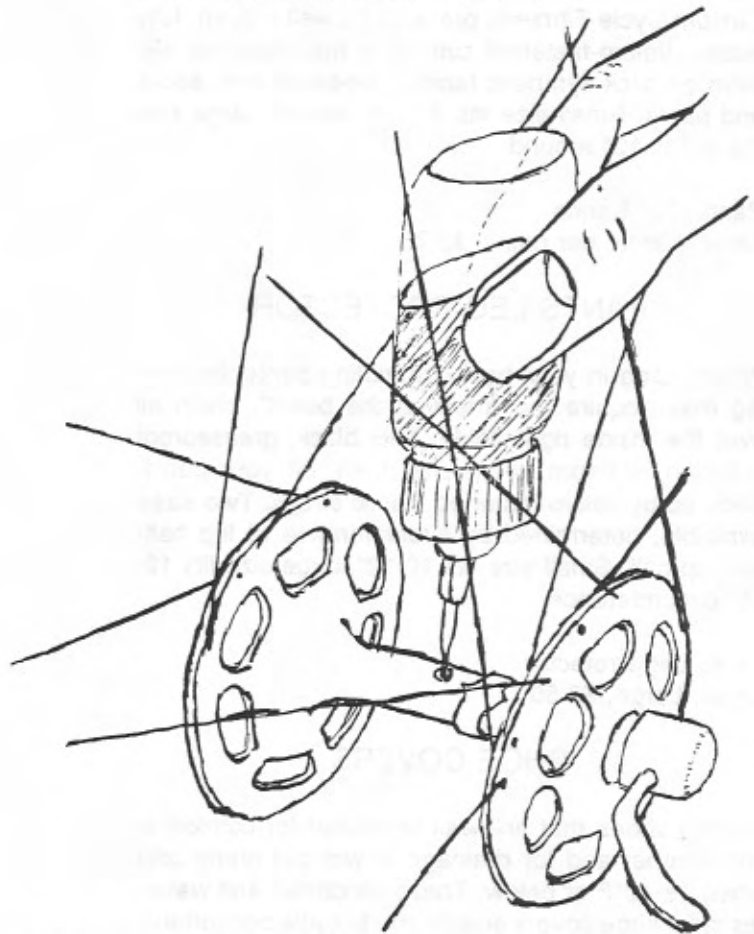
Keep your bike well-oiled for long, smooth-running service. Protect bearings and chain by re-oiling after riding in the rain.

Custom Cycle Fitments reintroduces the long-absent cyclist oil can -- this time made of modern lightweight flexible plastic. Seals tightly, won't leak in bag (or even on airplane trips). Small size, specially-tapered flexible tip dispenses oil smoothly and evenly in small drops, and fits into the oil holes in hubs and pedals.

1 ounce capacity is ample for several oilings. Fill with whatever oil you prefer.

Get two -- fill the second with water and keep it in your jersey pocket. The fine tip produces a long-lasting stream that washes the salt out of your eyes several times for each filling. One-hand availability, single-finger opening and resealing don't distract you from the road, traffic, or other riders.

Oil or Eyewash Bottle, 10 gm. \$1.50



CAMPY AXLE ADJUST  
SCREW & END, &  
3 x 0.5 NUT  
ASSEMBLE WITH  
EPOXY OR  
RED LOCKTITE

## CONVERTING TO OIL LUBRICATION

Oil is the best lubricant for ball bearings; it lubricates the rolling contact "pads", protects against rust, and as the excess oil leaks out it carries away any grit and water that have entered the bearing. Every moving joint benefits from oil unless it still has the appropriate special lubricant (grease for head bearings, control cable housings, and lever friction disks, solid lubricant for chains), but few pedals, hubs, and bottom brackets, which need oil the most, have oil holes. Remove pedal end caps and disassemble hubs, and drill each 1/16". Leave the drilled holes in the pedal end caps uncovered -- no harm seems to

result. Cover the hub shell holes with Campy or Shimano cover clips. Disassemble the bottom bracket, layout to drill it on the left side, in the notch between the seat and down tubes, just clear of the end of the adjustable cup when that is re-installed. Drill this hole 2.5 mm (#39) and tap it 3 x 0.5 mm. Close it with a short 3 x 0.5 screw with a rubber sealing washer. You can make an elegant thumbscrew from a Campy rear axle adjusting screw per the drawing.

## FORESTER GENERATOR AND HEADLAMP MOUNTING SYSTEM

The Forester generator mounting system holds the generator and headlamp rigidly in correct position yet permits mounting or dismounting it in less than a minute. The permanent part is a bracket that weighs less than 25 grams that is brazed to one front fork blade. The detachable part is a bracket that holds the generator with an extension to hold the headlamp. Once properly adjusted, the whole unit is held in position by two 5-mm bolts. Undo the bolts and the unit comes off. Hold the unit in approximate position, install the two bolts, and the unit is fixed in correct position. The positions of the generator and the headlamp of your choice are independently adjustable, and the unit may be mounted to either the right or the left fork blade, to suit your preference and the generator mounting.

The fixed bracket must be brazed to the fork blade. The removable bracket is made of 1/8" soft aluminum and is supplied oversize to allow for differences in forks, generators and wheels. It has steel threaded inserts for the mounting bolts to match the holes in the fixed bracket. Once mounted, you must drill it for the generator mounting bolt and the

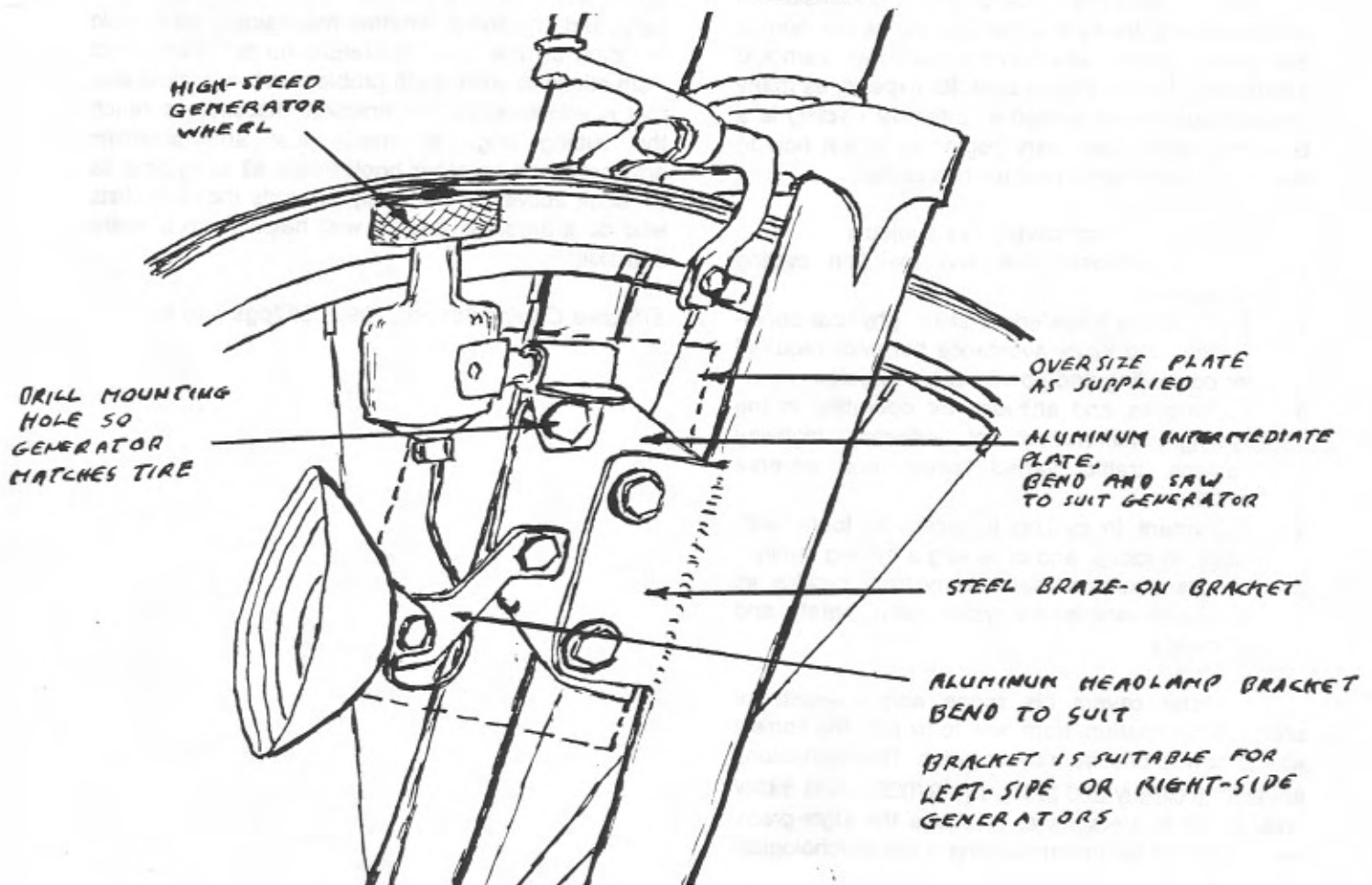
headlamp mounting bolt and you may have to bend it. When it is all correct, you hacksaw off the excess material and file the rough edges. The headlamp bracket is made of the same material, and you drill and bend it to suit the headlamp.

If a rear lamp is not required, use the generator to power only the headlamp (that uses a #505, five-cell flashlight bulb) and use an automotive-type amber reflector at the rear. Then there are no loose wires at all and mounting and dismounting are easiest. If a rear lamp is required, or preferred, install a phono plug on the bracket and run a detachable two-conductor wire to the rear lamp.

The kit consists of the fixed steel bracket with mounting holes, the oversize aluminum removable bracket with steel inserts to match the mounting bolts, the headlamp bracket, bolts and nuts for all parts, and the high-speed drive wheel for the generator that is described below.

Weight installed approximately 100 gram (and you don't need the original mounting).

Price: \$20.00



## EFFECTIVE CYCLING

New enlarged Sixth Edition, 1992

published by the MIT Press

*Effective Cycling* is the book which is changing the opinions of the cycling world. In the 15 years since its first publication, *Effective Cycling* has become the standard book on cycling technique, quoted and referenced in every responsible publication on cycling affairs, imitated by government, private and commercial publications.

*Effective Cycling* presents all the information and skills necessary to cycle safely and efficiently wherever you want or need to go, whenever you choose, under any conditions of traffic, terrain, and weather. Following its recommendations puts you in the top 5% of cyclists in safety, speed, efficiency and ease of operation. You will go further, faster, with more enjoyment, and you will find yourself choosing to cycle more and more on occasions when formerly you took a car or waited for a bus. You will find that instead of fighting traffic you flow smoothly with it, riding safely and efficiently without conflicts through traffic situations you once thought impossible for bicycles.

Before *Effective Cycling* this was considered expert cycling; today it is recognized as the normal and correct method which every cyclist can learn and should use. Rather than a book for experts, as many people originally described it, *Effective Cycling* is a book that can show every beginning cyclist how to ride in the way that is best for him or her.

*Effective Cycling* covers five subjects:

- 1 How to choose, use and maintain cycling equipment
- 2 The cyclist's knowledge, skills, physical conditioning, and injury-avoidance behavior required for controlling and powering his bicycles
- 3 Techniques and attitudes for operating in the cycling environment of different highway designs, traffic, varied terrain, and adverse weather
- 4 Enjoyment in cycling to work, on tours, with clubs, in races, and of raising a cycling family
- 5 The requirement that society treat cyclists as drivers of vehicles for cyclist status, safety, and efficiency

Forester covers his scope with a wealth of practical information, from how to fix flats the correct way to how to choose a cycling club. The instructions are written clearly and precisely, in most cases easily understood by persons at or above the eight-grade level, although full understanding of the psychological

and political implications requires a greater maturity.

Forester observes cycling as a fourth-generation cyclist who has successfully cycled under all conditions since 1937. He sees cycling as enjoyable and practical sport and transportation which, with proper technique, is safe, easy, and efficient under present conditions. We have the best road and traffic system in the world; cyclists of former times would have sung its praises; all that modern cyclists have to do is to use it as it was designed, by acting as drivers of vehicles. Forester is the world's foremost exponent of this vehicular-cycling policy, pointing out that this is the only theory that fits the engineering, accident, and practical cycling facts.

From this maturity and experience Forester has packed into EC a wealth of practical instruction in all aspects of cycling. Unlike other cycling authors he wastes no space or time trying to escape from the American child-cycling heritage with its cyclist-inferiority complex, probably because he never suffered from that difficulty. He assumes that the cyclist wishes to operate efficiently, safely, economically, and effectively, whether maintaining his bicycle or riding on the road. Therefore he provides direct instructions to solve each problem in the easiest way that is effective. Yet his practical discussions reach the cutting edge of mechanical and scientific advancement; no other book treats all of cycling as an adult activity which richly rewards those cyclists who do it properly, and so well helps them to learn that skill.

*Effective Cycling* 6th ed., 1992 587pgs \$16.95

## EFFECTIVE CYCLING AT THE INTERMEDIATE LEVEL

This is the first traffic-cycling training course that teaches upper elementary and middle school students how to ride safely and properly in traffic, and how they fit into the traffic system. At the close of this 15 period (12 hour) course the students average better than 90% on the Forester Cycling Proficiency Scale when riding on roads carrying up to 20,000 cars a day, in cities where the commuting adult average is a failing 58%.

By concentrating only on traffic cycling this text and course enable young cyclists with no previous traffic training to ride much more safely than their average elders, although not as well as good club cyclists. Only sufficient mechanical and posture information is included to enable the students to start with safely operable, comfortably adjusted bicycles. Pedalling style and gear shifting information is included for later self-improvement by the more advanced students. The heart of the course is the simplification and unification of traffic cycling into 5 basic principles of how traffic operates and how the cyclist operates in each situation. The 5 principles are:

1. Ride on the right side of the roadway, not on the left and never on the sidewalk.
2. Yield to cross traffic at superior streets.
3. Yield to overtaking traffic before changing lanes.
4. Position yourself according to your destination when approaching an intersection.
5. Position yourself according to your speed relative to other traffic between intersections.

With 2 class periods to learn and practice each of these principles, and further practice on streets with gradually increasing traffic, the students learn well.

The text contains 11 study units, each illustrated with diagrams of each traffic situation, and a course schedule, a mechanical inspection checkoff sheet, and enrollment and release forms. Pages are 3-hole punched.

*Effective Cycling at the Intermediate Level* 24 pgs, 3-hole punched: \$3.00

## PERSONAL MILES

### CYCLIST'S RIDE DIARY, ENGAGEMENT CALENDAR, ADDRESS BOOK & DAYLIGHT CALCULATOR - ALL IN ONE COMPUTER PROGRAM

#### USES

##### PERSONAL MILES RIDE DIARY

It tells you how far and how fast you have ridden in any period with detailed ride reports in order of date whenever you ask. You can report each ride with as much detail as you like.

##### PERSONAL MILES FLEXICAL CALENDAR

It tells you your engagements [business, social and athletic] with an always up-to-date calendar that doesn't waste space but contains complete descriptions of where to go and what to do. No more cramming small notes into restricted space for any one day while carrying blank spaces for time that has no engagements. Each day, hour or minute expands to fit your needs with up to 20 lines per event.

##### PERSONAL MILES FLEXINAMES ADDRESS-BOOK

It keeps your names and addresses in order by both personal name and organization name. Changes are easy. It makes lists of names by descriptions you enter, or the names you designate, displays them, and prints them in full-size, pocket size, mailing label and form letter formats.

##### PERSONAL MILES DAYLIGHT PROGRAM

It gives you the times of sunrise and sunset for anywhere in the world you ride for any date, with corrections for summer time and time zone.

#### DETAILS

##### RIDE DIARY

Records for up to 20 bikes or riders.

Summary Display: All bikes and riders: distance, number of rides, average miles per ride.

Detailed Ride Reports: Any bike or rider for any period: dates, routes, times, distances, average speeds, climbs, average speeds corrected for climb. Plus summaries of these.

##### FLEXICAL CALENDAR

Detailed but without wasted space: 1 to 20 lines of description per event.

Flexible: Add, delete, reschedule, change description at will.

Events and Tasks: Events disappear when time has passed; tasks remain until you delete them.

Journal: All past events for your records.

Freshly-printed, up-to-date calendars are always available.

Repetitive Events: Weekly, monthly, end of month, etc., are automatically scheduled.

Date Books & Annual Calendars: Prints datebooks and blank calendars for any year.

##### FLEXINAMES ADDRESS-BOOK

All Your Contacts: Ordered by both personal name and organization name.

Business and Home Addresses: Distinguishes home from business addresses, lists home and work phone with extension.

Flexible Listings for Display or Printing: Lists all your names, or selects those names with any combination of descriptions that you enter, or just the names that you designate.

Duplicate Checking: Presents duplicates for your action.

Display Lists: The selected list of names and addresses.

Print Formats: Prints the list of selected names (or all names) in full-sized address book, pocket-sized address book, mailing labels, or form letter formats.

Foreign Address Formats: Prints in American, British, European and Japanese address formats.

Form Letters/Mail Merge: FlexiNames will print form letters addressed to the selected names, using either preprinted letterheads or letterheads that you design.

Multiple Calendars & Address Books: One copy of the program can operate several calendars and address books.

Date Formats: American (month-day-year) or British (day-month-year) for both Ride Diary and Calendars.

Easy to Use: Personal Miles is menu-driven: no commands to remember.

Runs on IBM-PC compatibles with 384K of memory and hard disk. Pocket-sized address book requires condensed print. Style of letterheads depends on capabilities of printer.

*Personal Miles* \$20.00

