

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:

- Foxy Flyer Bike Shop, 3330 Steiner St., SF, 415-674-1910
- 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

NEW SFBMA GOODIES IN!!!!
LONG SLEEVE AND SHORT SLEEVE T-SHIRTS AND HOODIES.... BLACK ON RED AND RED ON BLACK. *Really hot looking.*

THANK-YOU!!! *COGNITION* THANKS SABRINA AND EVAN OF LEGALBEAGEL, JASON OF ALL-CITY, VICTOR OF THE BIKEHUT AND CHARLES ANNEN FOR ALL PAYING THEIR YEARLY DUES IN FULL. 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)

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.

SFBMA
255 9th St.
San Francisco, CA
94103
415-626-1912

Our Offices are located at
255 Ninth Street.

Our home page is at:
www.sfbma.org
and e-mail is: bernie@sfbma.org



COMMUNITY CALENDAR

APRIL

- SUN 4/7** 4PM OPENING DAY MISSION IMPOSSIBLES' SOFTBALL. BASEBALL DIAMOND @ CESAR CHAVEZ AND POTRERO. EVERY SUNDAY THRU OCTOBER.
- THURS 4/11** ELECTION DAY: VOTE FOR SFBMA OFFICERS. BALLOTS AVAILABLE EITHER @ THE WALLOR @ THE GENERAL MEETING. "VEHICULAR MOTION FESTIVAL" @ SOMA'S CULTURAL CENTER, 934 BRANNAN ST @ 9TH. FREE! TO PUBLIC SAN FRANCISCO BICYCLE BALLETRIDES @ 6:30 FOR 10 MINUTES! DONE, JUST IN TIME TO GET YOU TO THE ELECTIONS!!
- THURS 4/11** SFBMA GENERAL MEETING 7PM 255 9TH ST. LAST CHANCE TO VOTE AND TALLY FROM DAY'S ELECTION. MEET YOUR NEW OFFICERS!

MAY

- THURS 5/9** SFBMA GENERAL MEETING 7PM 255 9TH HELPYOUR NEW OFFICERS GET THE BALL ROLLING
- FR--SUN 5/24-26** LASGOPOLOCO, GLASGOW, SCOTLAND. 3 DAYS OF MESSENGER RACING AND DRINKING. CONTACT: GLASGOPOLOCO@AOL.COM FOR MORE INFO.
- FR--MON 5/24-27** WEST SIDE INVITE II MESSENGER EVENT, PORTLAND OR. CONTACT HAZEL AT HAZEL023@HOTMAIL.COM, PHONE #: (503) 750-5491.
- SAT-MON 5/25-5/27** RUSSIAN RIVER RIDE AND CAMPING TRIP. MEET NOSMO AND THE GANG AT 9AM @ HARVEY'S, 5TH ST. AND SHIPLEY
- ADD YOUR OWN EVENTS! SEND THEM TO BERNIE@SFBMA.ORG BY 20TH OF EVERY MONTH.

Issue #29, April 2002

Free to Messengers



NEWS FROM BEYOND: MESSENGERS FIGHT BACK IN CLEVELAND

BY PHILIP "CHUCK" HOFFMAN

The union drive in Cleveland was born out of necessity. I started working Cleveland in 1991 and left in 1992. Over the next seven years I worked in three different cities, including San Francisco. When I returned I was shocked to find that the rates had basically remained the same and in some cases even decreased.

We are all "independent contractors" here in the loosest definition of the term. We are required to keep regular hours, cannot turn down work, cannot contract from another company and in some cases are even required to wear a uniform.

It is almost ridiculous to say but we are just trying to shoot for what S.F. had before the union drive. We would like to get workers compensation, health care and of course an industry standard reasonable tag rate. It really is not that much but the owners are getting ready to fight us tooth and nail. The final straw was when the largest company decided to switch their pay cycle over the holidays of last year. They had their messengers one week behind in pay and wanted to make it two. Instead of paying people for half a pay cycle they made them wait three weeks to get paid. As I am sure most of you are aware this can mean the difference between eating and not eating when you live paycheck to paycheck. As fate would have it a messenger from this company was doing a delivery to the local AFL-CIO. The rep there asked him if he had ever thought about getting organized.

They put us together with the Local Teamsters 404 and we had our first meeting. The turnout was amazing. We were getting

(CONT'D ON PAGE 6)

MESSENGERS AT THE CROSSROADS BY HOWARD WILLIAMS

As an outgoing officer of the SFBMA I was asked by "Cognition" to write an article regarding the future of the SFBMA.

Today the SFBMA is at a crossroads. We can be activist and consolidate our recent gains and make even more progress. Or we can be passive little hippies. Obviously it's better to improve ourselves and our industry. To do so I believe we need to look at 4 major issues.

First, we need to remember that our struggle is unique. It is not just another workers good/company bad labor battle. This is not to disparage such struggles. Many of them are also distinct in their own ways. And we should offer them the outreach that will gain mutual benefits for all of us. But let's look at what makes our situation so unique. First of all we may be the only labor movement in US history that seeks to improve our bosses' situation as well as our own. Higher tag prices are a major SFBMA goal. By pushing for higher tag rates, we're also pushing for higher revenues for our companies. It looks like it's our duty to drag them kicking and screaming into the 20th Century (currently many companies are still in the 19th — especially those trying to pull the IC scam). Another notable feature of our movement is the ecological benefit of our work. As labor and environmental organizations continue to build coalitions we are naturally situated to work with both groups. We're also exceptional in that many of our goals — such as better relations with bus drivers and other road users and better conditions for all cyclists — are about improving working conditions beyond negotiating with employers. These goals will be achieved from government, other unions and other groups not just employers. And here again the results will strengthen the entire industry — companies as well as workers. These exceptional

features mean that the SFBMA has the potential to build a movement that will be successful on many fronts beyond the financial one.

Next, we need to look at the two strategies of activist action. One has been the union strategy used by Messengers favoring ILWU Local 6. The other has been the strategy employed by Messengers at DMS in 2000 and at Flash last year. To be concise I'll refer to this strategy as the direct action strategy. Obviously ILWU messengers have used direct action (strikes, rallies and other tactics) and the direct action supporters may prefer another label but for now I'll use that term. I favor the ILWU strategy but I also believe the direct action model has brought up some valid points.

Emphasizing direct action can produce positive results while actively involving workers. Those of us in the union should objectively note such tactics when they're successful. However the direct action strategy often tends to be temporary in effectiveness. Its strength of spontaneity can also be its weakness. That is, it has no institutional frame and often lacks staying power. It can be effective in the short term but when faced with an entrenched foe (such as the Flash ownership) it lacks the organizational wherewithal to last through a prolonged battle. And the union strategy offers not only a framework but also solidarity with other workers. In Local 6 are workers from a variety of other industries such as warehousing, recycling, chocolate processing and health care to name a few. When enough messengers join Local 6 we'll be eligible to form our own autonomous division. Furthermore a very tangible advantage of the ILWU strategy is that most Messengers — especially veterans — support it. Last year's survey of over 80 Messengers showed that most of us give the ILWU the lion's share of the credit for raising tag prices in recent years.

(CONT'D ON PAGE 6)



SFBMA MINUTES



ELECTION 2002

MESSENGER QUESTIONNAIRES!

In the interest of educating the electorate Cognition asked all candidates in the upcoming SFBMA elections to answer a few simple questions; to list their age and experience, their interest in holding the office, what they believe makes them qualified, and lastly, their goals if elected. Here are their replies.

CANDIDATES FOR PRESIDENT:

Name: Thomas Miller
Age: 33
Messenger Experience: 9yrs.
Worked in Toronto, Baltimore,

N.Y.C. and S.F. DMS (Canada), Cavalry Courier, Breakaway, Laser Courier, Ultra-Ex, Express Network, Taylor/Price, Attorneys Express, Western Attorney Services

I believe my experience will help benefit this association.
My goal if elected is what is well over due; appropriate compensation for our efforts, a livable wage, health insurance, sick pay, vacation pay, pension plan, equipment compensation, etc.

Name: Damon Votour
Age: 32
Messenger Experience: 10yrs in San Francisco, 2 terms as SFBMA President
No reply to questionnaire given

CANDIDATES FOR EXECUTIVE DIRECTOR:

Name: Aaron LaLonde
Age: 26
Messenger Experience: 2yrs. BPS, Western, City Sprint, NoBS

I am interested in the office because I'm genuinely want to improve conditions for bike messengers and to continue to make the SFBMA a force for positive change. I am dedicated to doing a good job and I'm extremely fair. My main goal will be to get the SFBMA more involved in organizing. Also I would like to see larger and shorter meetings.

Name: Sabrina Giuliana DeMio
Age: 27
Messenger Experience: Beginning the



Presidential Candidates, Thomas Miller, Damon Votour photo by Bernie



Executive Director Candidates, Aaron LaLonde, Sabrina DeMio, Carey Dall photo by Bernie

fall'97, 1.5 yrs Silver Bullet, 9 months Advanced/ Special T., 1.5 yrs Lickety Split (1 year as road manager), 11 months @ Lightning Express, 10 months as owner/operator Legalbeagle

I am very good at running things. Legalbeagle is doing better than I ever could have expected. But most importantly, I demand respect from my clients for the work that I do. I hope to expand on that, so that all messengers are given

cont'd on page 3

COGNITION

President: Damon Votour
Executive Director/Editor: Bernie Corace
Secretary: Howard Williams
Treasurer: M. "Rak" Affonso
Copy Editor: C. Nellie Nelson
Layout: Donny Don Don
Masthead Logo: Louie Seastres

ESTABLISHED 1990

The San Francisco Bike Messenger Association was first started as a humorous, yet-in-yr-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, Rak, Howard and Bernie.
Attend as many events as you can without becoming obnoxious as starlings.



Frank Chu and Jeremy at the Wall on 10-9 day photo by Kyle



Rick w/his recorder @ Horseshoe Pits

Photo by Kyle Shepard

What's Cookin' ?

BY BECKY MOREY
Breakfast food...
Who doesn't love pancakes?

Tropical Pancakes:

- | | |
|--------|--|
| WHAT | 1 1/2 Cups flour |
| | 1/2 Cup corn flour |
| | 1/4 Cup oats |
| YOU | 1/4 Cup crushed or chopped finely macadamia nuts |
| | 2 Teaspoons sugar |
| | 1/2 Teaspoon salt |
| SHOULD | 1 Teaspoon baking powder |
| | 2 Cups soy or rice milk |
| | 1 Cup coconut milk |
| HAVE | 1 Teaspoon rice vinegar |
| | 2 Bananas - sliced |
| | Maple Syrup |

Mix all the dry ingredients, then add the wet. Add the nuts last, and mix until just mixed, if you make pancake batter too smooth the pancakes come out rubbery. Pour onto a lightly greased hot skillet and cook until lightly brown on both sides. Serve w/ bananas and maple syrup.

- Or if you prefer french toast:

- | | |
|--------|---|
| WHAT | 2 Cups soymilk |
| | 1/2 Banana |
| | 1/2 Cup applesauce |
| YOU | 1/2 Teaspoon nutmeg |
| | 1 Teaspoon cinnamon |
| SHOULD | 1/4 Teaspoon salt |
| | 8-10 Slices of stale or dried overnight bread |
| HAVE | chopped macadamias |
| | 2 sliced bananas |
| | maple syrup |

Blend all ingredients in a blender or processor until smooth and then pour the mixture into a shallow container. Dip the bread in the batter to cover both sides and cook on a lightly oiled skillet until brown on both sides. Serve w/ bananas, nuts and syrup.

And yes, you may have noticed that both of these recipes are vegan... but what do you want? Would you like to see a vegan kid write meaty or cheesy recipes? You ought to know better! Enjoy!

cargo bike Mexico City photo by Bernie



MESSENGERS AT THE CROSSROADS BY HOWARD WILLIAMS (cont'd from page 1)

Ultimately, Messengers at each company must decide which strategy to use. If some companies choose the ILWU strategy and others go with the direct action then it is still necessary for both groups to work together if an industry-wide action comes down.

The third issue concerns our brothers and sisters behind the wheel. We need to gain support from Driver Messengers. This has been said so much it's become a cliché. I'd like to get beyond the cliché and look at this issue in depth.

I think too many of us on bikes disparage Drivers because we see them as ecologically incorrect. Actually this overlooks the environmental potential of Drivers — a potential overlooked by Messenger companies. By serving as a delivery service for private residences as well as for businesses, Drivers can decrease the use of autos by their clients. In some cases residential clients may even no longer need cars at all if their delivery needs are efficiently met by Driver Messengers. This means less auto congestion, fewer accidents and decreased pollution. It also means that as Drivers service the outer suburbs of the Bay Area we'll be able to expand our own territory farther. On the Speedway long board we see this in microcosm: when Drivers get more business they do more out of town tags and as a result we move to the outer neighborhoods and even beyond the City. On an industry-wide basis, this "March Inland" can be mutually beneficial to Drivers and Bikers alike while offering our nation a chance to cut our addiction to gasoline. This has

become even more imperative in light of the fact that Ben Laden is subsidized by petro-dollars sent from oil sheiks financed by that very addiction.

On the other side many Drivers still fail to take us seriously. Some see us as hippies with no real responsibilities. The best way to kill that prejudice is to keep organizing and — when necessary — take some job actions that wake them up.

To make our movement truly open to all Messengers I propose that we bring in Drivers as full and equal partners and that we rename our organization the San Francisco Messengers Association.

Last but certainly not least I've said it before and I'll say it again. The bravest Messengers have no balls! The women in our industry have consistently shown the most courage on the job and they've contributed to our community and to our struggle far beyond their numbers. Sometimes I've shamed myself into doing better just because I know there's women like Rebecca Reilly, Angie Garofalo, America Meredith, Serenity Enriquez, Cate Cusick and others who have already done plenty. Having more women in the industry and in the struggle will make us stronger. In the meantime we men can do better by them.

In conclusion I believe we'll advance if we appreciate the uniqueness of our struggle and utilize it to reach out to workers within and beyond our great profession. We're San Francisco Messengers. Every day we perform miracles for others. We owe ourselves a few miracles of our own.

NEWS FROM BEYOND: MESSENGERS FIGHT BACK IN CLEVELAND

BY PHILIP "CHUCK" HOFFMAN

about 95% support from messengers. This went on for a few weeks and we still kept the support but now have hit a snag. We need to get the drivers involved in order to get a majority vote at a given company. Like most cities we are very separate from the drivers. We are doing our best to bridge the gap. It is difficult because many of us are so busy. We need to do around 35-45 tags a day to make a living. This isn't so bad in the short Cleveland summer but in the winter it can be hell. We are currently working on the drivers but many are scared or just apathetic. Two of us have been fired already but have filed with the labor board. This will hopefully help others secure their jobs in the future. For now we both have new jobs as messengers and are trying to keep a low profile, so that we can continue to keep this drive strong. We are also in the process of setting up a BMA so they can become better organized as a community. Any help or advice anyone has out there would be greatly appreciated.

Editor's note: You can email Chuck and the rest of our Cleveland comrades your support and advice at polkacityskates@earthlink.net or read more about their struggle at <http://www.messengers.org/features/articles/articles2002/plaindeal-er210302.html> Way to go, Cleveland!



stip photo archives

ELECTION 2002

MESSENGER QUESTIONNAIRES!

CANDIDATES FOR EXECUTIVE DIRECTOR: cont'd

more respect by the general white-collar populous of San Francisco, both our clients & our bosses. You shouldn't have to own your own company to get respect on your job.

Name: Carey Dall

Age: 25

Messenger Experience: 3yrs. Western Messenger, Speedway Messenger

My interest in becoming Executive Director of the SFBMA lies in my desire to see messengers in San Francisco come together to address what happens on the job. If we act more collectively, we can change the worse aspects of messengering for the better - and I want to help bring us together to take on these challenges. I feel qualified to do the job of Executive Director because I have been active in the SFBMA for three years. I am familiar with both the inner workings of our BMA, as well as the relationships we have developed with other groups and organizations. My goals are:- Increase participation in the SFBMA- More parties, more BEER- Financial stability for the SFBMA- Burn Howard's blue net shirt- Further relationships between SFBMA and other groups (SFBC, Muni drivers, etc.)- Start membership meetings on time (7pm), and end them by 8.30 pm so folks can get home or to the bar.



Treasurer Candidates: Nellie Nelson, M "Rak" Affonso, photo by Bernie

CANDIDATES FOR TREASURER

Name: Nellie Nelson

Age: 30

Messenger Experience: 1yr. Pro Mess and First Legal Vote for some new blood in the treasury department! I haven't been around long enough to get jaded and cynical (yet), plus I'm real good at math. And I've been treasurer of other groups. Also, I've been organizing the whole time I've been a messenger, so I do really give a shit about the larger picture. As treasurer I'd try to increase membership and participation in general. But since this is mostly a position of record keeping, I'd do a damn fine job of that.

Name: M. "Rak" Affonso

Age: ?

Messenger Experience: 2 decades in San Francisco, 2 terms as SFBMA Treasurer.

No reply to questionnaire given



Secretary Candidates: Jason Whitehead, Michael Crane, Sabrina DeMio photo by Bernie

CANDIDATES FOR SECRETARY

Name: Jason Whitehead

Age: 33

Messenger Experience: 6yrs, Ultra Ex/Speedway, All City

My interest in the job is simply to be more involved in the SFBMA. My qualification comes from my experience as a courier, and my involvement in helping to unionize Ultra Ex. As for being Secretary, I believe it is useful to be concise and organized and to the point; I am all of these things, and therefore think I will do the job well. Aside from executing the office of secretary well, I would like to play my role in getting the SF courier community more involved in the SFBMA, and continue to promote better working conditions and pay for the SF courier.

Name: Michael W. Crane

Age: 45

Messenger Experience: 3 yrs, Aspen, BPS, Dynamex, Special T. 9yrs Crane Courier

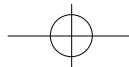
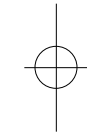
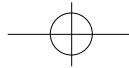
I have worked on the membership list in '97 and enjoy keeping records. My goal is to keep all records accurate and do whatever else needs to be done.

Name: Sabrina Giuliana DeMio

Age: 27 Messenger Experience: Beginning the fall '97, 1.5 yrs Silver Bullet, 9 months Advanced/ Special T., 1.5 yrs Lickety Split (1 year as road manager), 11 months @ Lightning Express, 10 months as owner/operator Legalbeagle

I like writing. It would be interesting to pen letters in interest of the SFBMA. I have written over 1000 pages of essays (ouch), so I think that my ability to communicate on paper is exceptional. I also think that it is important in any such organization to keep clear & concise records of what occurs both in & outside of meetings. And so, I suppose it is also pertinent that my organizational skills are also very good.

SUGGEST NEW RACK SITES! LOCK BIKE. RACK LOCATIONS NEED TO HAVE A SIDEWALK AT LEAST 10 FEET WIDE IN FRONT OF A PUBLIC BUILDING OR BUSINESS. PLEASE CALL SFBC AT 415-431-2453 EXT. 8 TO LEAVE A VOICE MAIL WITH THE EXACT ADDRESS OF YOUR SUGGESTION. -JOHN SEAGRAVE





"Tall Can" Thomas under Ol' Glory
photo by Kyle



Christian descending Twin Peaks
photo by Kyle



Cesar Chavez Day
photo by Kyle

COURIER DISASTER RESPONSE TEAM UPDATE

BY SERENITY ENRIQUEZ

Sunday, March 17th was St. Patrick's Day, and though the early morning rain was dampening the earth, the sun shone throughout the CDRT Alley Cat Race. Blessed by the presence of a small humming bird at the start line (the CDRT Staging area at Alamo Square Park-tennis courts) and new and old bummies alike, we had turnout of 8 eager racers and 8 great volunteers and a great time seemed to have been had by all. From gold fire hydrants to green nail polish and eggs, Irish coffee to the Irish Bank, Toxic Gulf to disaster supplies; the course was an array of activities and location.

Volunteers are being sought to hold the next CDRT Alley Cat the morning of the NERT drill on April 29th at the Marina Middle School. It would be an early AM race because the drill starts at 10am, so the race should end at 9:30ish. I will be out of town, so while I'm willing to be a part of the planning process, I cannot actually host it. Any volunteers?

One of the requirements to be a CDT is to hold current certification in First Aid/CPR. One resource for obtaining this is UCSF's CPR Center. A link that goes to their website: <http://www.ucsf.edu/cpr/index.html> I have always strongly urged CDT's to obtain their amateur radio license, and there IS a test coming up-reserve your spot ASAP. Amateur Radio License testing Study Session, Followed by Exam Offering a one day study session for Technician, General or Extra Class theory followed by testing. No code tests will be given.

WHEN: Saturday, April 20, 2002 - 8:30am - 5pm **WHERE:** Foster City Recreation Center, 650 Shell Blvd., (just south of Hillside Blvd), Foster City, CA. **FEE:** \$25.00 **CONTACT:** Ross Peterson (650) 349-5349 **FAX:** 650-570-5558 **E-MAIL:** wb6zbu@arrl.net (preferred) Class size is limited, reservations are required.

I am also looking for volunteers to do outreach (i.e. passing out flyers for CDRT events, phone tree, etc.) and we have a lot of data entry that needs to be done if anyone likes to type and help an overwhelmed Coordinator of the CDRT. I thank everyone who has been interested and all those who have been participating and training to be a certified Courier Disaster Technician. Ride hard and Pedal safe! For more info on CDTs check out <http://www.It.IsDangerous.com> or call Serenity at: 415-430-1269x8768 VM, 415-807-3416 Pgr

Messenger Dictionary!

ACTIVISM \ˈak-ti-viz-em\ noun Messengering with intent. A doctrine or practice that emphasizes direct vigorous involvement in one's community. Frequently publicly seen as uncool but privately appreciated. As in other aspects of life, too often the exception and not the rule.

ROAD RAGE \ˈrod raj\ noun A psychological phenomena which primarily infects motorists feeling territorial. Can be recognized by erratic steering, excessive honking and obnoxious yelling. Cyclists are also susceptible, though it has been conclusively proven that a tire pump is significantly less dangerous than a Moving Van when wielded in anger. Sufferers should be handled with care. (See the Advice Messenger)

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



sfpb photo archives

! NEW POP QUIZ!!

APRIL '02 POP QUIZ!!#1
THOUGH HE MIGHT LOOK A LITTLE DEVILISH, JIM IS ACTUALLY AN ORDAINED MINISTER. HOW MANY SUCCESSFUL MARRIAGES HAS HE OFFICIATED?
ANSWER: IN THE NEXT COGNITION



APRIL '02 POP QUIZ!!#2
THIS BIKE MONKEY ONCE WAS A FOREIGN SCHOLAR. CAN YOU NAME WHAT COUNTRY BEN WAS A STUDENT IN?
ANSWER: IN THE NEXT COGNITION

POP QUIZ!! ANSWERS FROM ISSUE #28

POP QUIZ!!#1
: WHAT IS LIL' CHRIS' HOMETOWN?
ANSWER: CINCINNATI, OHIO!



POP QUIZ!!#2!
WHAT BREAKFAST ITEM IS TATOED ON MEGAN'S LEFT ARM?
ANSWER:



Presenting Dr. Crank, the Advice Messenger!

Dr. Crank How should I deal with an angry motorist?

Beat the living shit out of them, and as they lay bleeding on the ground ask them if now are they in such a hurry. Just kidding, this is the last thing you should do but it is fun to think about and some people truly deserve this. The best thing to do is ignore them. I mean do not even acknowledge that they are there; this totally pisses people off and you are giving them the attention they deserve, which is none. Now as for the motorist that is blowing his horn at you, just give them a friendly wave as if you know them; this totally gets on their nerves. I find any time some motorist is giving you some shit

that if you just turn the wrong way down a one-way street and remove yourself from the situation this is always the best move. Please note dear reader I have not used my normal sarcastic and meanspirited tone for this edition of the Advice Messenger simply because this is a very serious and important topic and therefore it requires a loving attitude. But don't fret. You may look forward to the old mean Dr. Crank in future editions of *Cognition*. Now get hot, rookie!

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