

P E D A L

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MINISTER FOR TRANSPORT AUSTRALIA - MEDIA RELEASE

BRISBANE

22 JUNE 1983

NEW ROADS PROGRAMME TO CREATE MORE JOBS

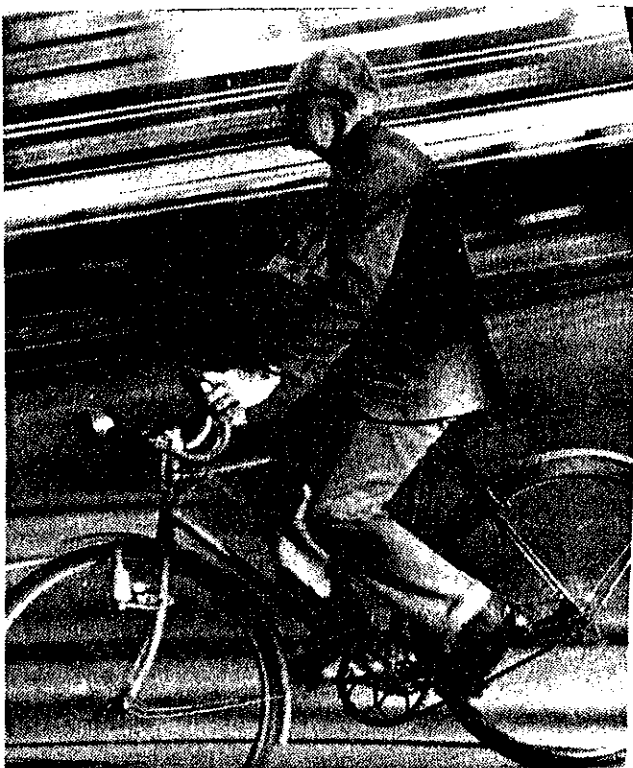
The Federal Minister for Transport, Mr. Morris, said today the Jobs on Local Roads programme, outlined in last month's mini-budget would create up to 8,000 jobs. He was speaking at the 85th National Council meeting of the Australian Road Federation in Brisbane.

Mr. Morris said \$70 million would be available under the Jobs on Local Roads (JOLOR) scheme in the coming financial year for the construction and maintenance of local roads and cycle paths.

Unlike the Bicentennial Roads programme, JOLOR would provide every participating local authority with a guaranteed minimum level of funding which would enable them to undertake worthwhile projects.

To achieve this, 40 per cent of the JOLOR funds, or \$28 million, would be distributed among the states and the Northern Territory. From this allocation, all local councils wishing to participate in JOLOR would be eligible for a base grant, which in Queensland, for example would be at least \$42,600.

Mr. Morris said the balance of JOLOR funds, or \$42 million, would be allocated among the states and territories on a population basis in line with the distribution of funds under the Government's proposed Community Employment Programme. This balance will be distributed between councils on a 'needs' basis, determined in the light of established roads needs, special regional needs and the energy and economic savings offered by proposed projects.



SAVE US FROM OURSELVES - CYCLISTS SEEK POLICE BLITZ

BY JON CARR

Mr. Hans Penning has called on the S.A. Police to "get tough" with cyclists.

And he's a man who should know.

Mr. Penning is secretary of the Cyclist Protection Association.

He said many cyclists thought they were a "law unto themselves" when riding on the road.

"It's about time police took a tougher line with cyclists, some of whom show a complete disregard for the law," Mr. Penning said.

"The rules of the road should apply equally to cyclists and drivers."

Mr. Penning said the police should pay particular attention to cyclists riding without lights.

"In Europe, they simply would not be tolerated."

Police also could issue special bicycle offence reports to children.

Offenders could receive the original breach notice and a copy could be sent to parents.

The notices would serve as cautions initially. Children who continued to offend would be called to a meeting with their parents at the local police station and given an official final warning.

Further offences would result in the child being taken to court where fines could be imposed.

Mr. Penning said he believed the scheme, to go under trial in Newcastle soon, should be considered for S.A.

A spokesman for the Transport Minister, Mr. Abbott, said there were no plans to introduce a similar scheme here.

ACCIDENTS

Since 1980, 38 cyclists have been killed on S.A. roads.

Sgt. Mick Symons of the Police Media Liaison Unit said cyclists would not be singled out for special attention

"If we see a cyclist breaking the law, we will take the appropriate action just the same as we would with a car driver," he said.

Mr. Penning said about two thirds of all accidents involving cyclists were caused by the cyclists themselves.

"The number of accidents would be cut markedly if there was a tightening up by the police, coupled with an education program for children," he said,

"There already is an education program run by the Education Department but it should be more widespread so that every kid who owns a bike knows the rules of the road."

Mr. Malcolm Heard, the chairman of the State Bicycle Committee, agreed with Mr. Penning's call for a wider education program aimed at children.

"The kids who ride a bike today will be driving a car tomorrow," he said.

"If the kids are taught road safety, it will stand them in good stead when they become drivers."

- from Sunday Mail.

Association info

FUNCTIONS

CHAIRMAN	John Arnold *	44 8979 H
SECRETARY	Hans Penning *	263 4031 H 227 4311 W
TREASURER	Tony Monkerud *	278 2030 H
MEMBERSHIP RECORDS	Bob Daniells	
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TECHNICAL ADVISOR	Peter Mack *	297 4992 H
EDUCATION	David Trebilcock	
	John Mellor *	269 5463 H
	John McKinnon *	
	Judith Hennig *	
	Maritere Garreta *	
MEDIA CONTACT	Vacant	
SOCIAL/TOURING		
ORGANISER	Vacant	

* Members of Management Committee

MANAGEMENT COMMITTEE MEETINGS

Meetings are usually held on the third Wednesday of every month at 310 Anyas Street, Adelaide. Every member of the Association is welcome to attend. The dates for the next two meetings are:

..... August 17 September 21.....

PEDAL

- * Articles for the next issue to be in by the Management Committee meeting on September 21
- * The opinions of the contributors are not necessarily those of the Association.
- * Publication of an advertisement does not imply that the product or service carries the recommendation of the Association.
- * To keep your PEDALS coming advise us immediately of your address change.
- * If not using it yourself, hand the membership form at the back of this PEDAL to a potential member.
- * Typing: W. Kavanagh. Printing: Meridian Print

DISCOUNTS

Discounts are available to members of the CPA at the following shops, please show your membership card.

City Cycles - Gawler Place, Adelaide.
 Lewis Wheelchairs - 63 Wright Street, Adelaide.
 All Standish Shops
 Elliott Shops - check with each individual shop.
 Jeda Enamelling - Phone: 296 7090.
 Terry Davey Cycles - 753 Marion Road, Ascot Park.
 Morelli Pannier Bags - 39 Gordon Road, Clarence Park
 Phone: 293 1800.

STATE BICYCLE COMMITTEE

ADELAIDE BIKEPLAN

Cabinet is considering the funding of the Adelaide Bikeplan. Comments on the performance of the Consultant were compiled. The State Bicycle Committee has sent a reply to A. Parker's comment on the Adelaide Bikeplan in National Cycling magazine.

SHEPHERDS HILL ROAD CYCLE LANE

Discussions are underway with Blackwood High School regarding alleged deficiencies.

*
 A letter together with a brochure on cycle maintenance will be sent to every Primary School in the State.

*
 Concern is being expressed at the number of bicycles of poor quality being sold through supermarkets and discount stores.

*
 A set of three booklets called "Spike's Bike Books" has the approval of the Committee and Australia wide distribution is recommended.

RECENT CORRESPONDENCE

Parking at shopping centres and flats.

Lighting survey.

Employment creation through bike facilities construction.

Co-operation with other cycling bodies.

Adelaide Bikeplan.

Morbidity statistics.

South Road reconstruction.

Earphones.

Adelaide - Henley Beach Bike Arterial.

Federal funding.

Bikes on trains.

Helmets.

ENROL A MEMBER

If you are not using the membership form at the back of this magazine please hand to a fellow cyclist.

CYCLING ORGANISATIONS

AMATEUR CYCLING ASSOCIATION OF S.A.
 57 Wallala Avenue, PARKHOLME 5043 Telephone 276 4850
 - The parent body for nine road racing clubs.

BICYCLE MOTOCROSS ASSOCIATION OF S.A.
 P.O. Box 13, INGLE FARM 5098 Telephone 263 1118
 - Caters for B.M.X.

BICYCLE TRADERS ASSOCIATION OF S.A. INC.
 86 Mary Street, UNLEY 5062 Telephone 272 4322

CYCLE SPEEDWAY ASSOCIATION
 349 Torrens Road, KILKENNY 5009

CYCLING FOR PLEASURE GROUP INC.
 15 Donald Street, HIGHBURY 5089 Telephone 337 4214
 - Regular rural and urban rides for all grades of cyclists.

LEAGUE OF WHEELMEN (Professional)
 21 Sutton Ave, SEACOMBE GDNS. 5047 Telephone 296 1850

SOUTHERN DISTRICTS VETERAN CLUB
 19 Underbank Road, HACKHAM WEST 5163 Telephone 382 0522
 - Registered amateur veteran racing and tours in the Southern Vales area.

PENNY FARTHING CYCLE CLUB OF S.A.
 3 Aldgate Tce., BRIDGEWATER 5155 Telephone 339 1334

S.A. TOURING CYCLISTS' ASSOCIATION
 P.O. Box 304, NORWOOD 5067 Telephone 332 0956
 - Regular country rides.

EUROPA CYCLES

LARGE RANGE OF QUALITY CYCLES
AND ACCESSORIES

X X X

TOURING, RACING AND BMX EQUIPMENT

X X X

CLOTHING, SHOES, PANNIERS

X X X

HAND BUILT FRAMES AND FRAME REPAIRS

X X X

TELEPHONE: 51 3055

221 MORPHETT STREET
ADELAIDE

Road Safety

Recently, Adelaide's cyclists were invited to contribute to a discussion about road traffic devices and signs held by the Australian Road Research Board. Participants at this meeting were drawn from a variety of road users. A representative of the Cyclists Protection Association attended to put the point of view of bicycle users. From a cyclist's standpoint, the predominant issues related to the length of time given to the change in traffic lights, which is at present quite inadequate in the case of major intersections (a cyclist entering North Terrace from Frome Road at the time the change from green to red occurs would find the time quite inadequate to clear the intersection effectively). Other problems related to the negotiation of roundabouts, which in speeding up motorised traffic, had the effect of placing the slow moving cyclist at a distinct disadvantage.

The needs of Adelaide's cyclists in respect of the provision of properly planned 'bike arterial' routes through the suburbs was particularly emphasised. It is the Cyclist Protection Association's view that this represents the safest way of providing for the needs of the commuting cyclists. Adequate signs and traffic control devices are necessary adjuncts to a bike arterial route, but the design standards have largely been established interstate and overseas - largely these are illustrated in Mike Hudson's work 'The Bicycle Planning Book'.

A wide variety of other matters were discussed during the meeting, and once the overall findings have been tabulated, the Road Research Board will forward a copy of its findings to the Cyclist Protection Association for its further comments.

In other aspects of bicycle safety, the Cyclist Protection Association has discussed and advised on the text of a survey of bicycle accidents prepared by the University of Adelaide Road Accident Research Unit. It is to be hoped that local surveys will provide relevant up-to-date data on cyclists' accidents and any obvious hazards relating from there which may be eliminated as a result of this kind of study. Finally the Association has obtained information on a very comprehensive study of bicycle usage and accidents in Western Australia. This was conducted by the Australian Bureau of Statistics and the feasibility of conducting a similar study in South Australia is being investigated.

Techtalk

Dear Sir,

Your article from Freewheeling 79, and the letter by Arthur Ward prompt me to share my own experiences as a commuting cyclist.

I began cycling to work from my hills home some 7 - 8 years ago, for fitness and convenience. Scorning advice from racing friends, I took to the road on a reconditioned old-style roadster. With each ride my temper became shorter and my wallet lighter as part after part seized up, fell off or broke. The unaccustomed ride down bumpy hill roads was too much for my rusty hulk. Springs poked through the saddle, pinching my rear, wheel rims collapsed, peppering inner tubes with numerous punctures from projecting spokes. Finally when practically every part on the bike had been replaced, the gears seized up, and I gave up.

I bought a new modern bike with chain gears. However, the frivolous gimmicks of the racing cyclist were not for me. Toe clips, steel pedals, high pressure tyres, gear lever on frame instead of handlebars, hard narrow saddle - all were replaced with standard gear, and I cluttered the handlebars with other gadgets I imagined to be more useful (a battery horn, for example). Two years later, and at considerable unnecessary cost, the bike was back in its original state. I had begun to realize what should have been obvious from the start. Experienced racing cyclists must make things easy for themselves and must be comfortable to stay in the game.

I now have a new lightweight bike (as light as I can afford) with gears to suit my need, and a frame several sizes smaller than my previous model. I wear racing cyclist gear because it is comfortable and sensible, and for no other reason. I have even fitted cleats to my shoes. My aim is to get to work fast, comfortably, and with least effort and to enjoy riding. Not only is it a pleasure, but safer too - at the risk of boring your more experienced members, allow me to list my "discoveries":

1. Lighter parts mean less weight to drag around - especially important in the wheels. Heavy off balance wheels require disproportionately more energy to keep them spinning.
2. Chain gears may take time to learn to use (three months if you're no longer young and have never used them before), but can be tailored to your need. The large number of gears available today allow greater flexibility over varying terrain, and smoother changes without large gaps. They require more maintenance than hubs, but a 4-speed hub is so complex that its cheaper to buy a new one when it breaks down, rather than have it fixed. With chain gears all the parts are external, and the action simple to understand. Get the best changer you can afford to go with your gears - it will give a smoother change without jumping cogs, and can accept a wider range of gears.
3. Swept down handlebars give a greater variety of handholds for greater ease of peddling on different terrain. On long rides they avoid the strain of sitting in the same position.
4. Alloy wheels with flat sides to the rims provide better braking than steel, particularly in wet weather, and are therefore safer.
5. A correctly proportioned short racing frame moves with you and hardly requires steering, producing a safer ride.
6. A seat raised to the correct height and handlebars the correct distance in front of the saddle give a greater mechanical advantage and better balance. It's easier on the muscles and safer.

cont.p. 4

Techtalk cont.

7. High pressure tyres get less punctures, go faster and take bumps better.
8. Toe clips stop feet leaving the pedals at high revs, or when pushing uphill. They allow an upward pull, distributing effort to different muscles. Cleats prevent feet slipping backwards off the pedal (leave the left toeclip free in traffic to permit dismounting).
9. Bike shorts and racing shoes are more comfortable for longer rides. Ordinary shorts chafe the legs, and soft shoes give sore feet on metal pedals.
10. A halogen headlamp with bottom bracket generator running on the tyre tread requires little turning effort, is very light and gives an excellent beam. I use an old style two battery rear light which is very bright and doesn't go out when I stop.
11. A mirror enables continuous monitoring of rear traffic without losing sight of the road ahead, and without any wobble caused by turning the body. I use a lightweight convex type which attaches to my brake lever housing, thus freeing the bars of clutter and providing wide visibility (particularly useful on dual highways). It does not wobble or vibrate. It has the disadvantage that speed of cars approaching from the rear is difficult to estimate, and distance calculation takes considerable experience.
12. Lightweight plastic alloy mudguards keep off spray.
13. A narrow plastic saddle with rough surface gives a comfortable ride without chafing the calves, and permits one to sit forward when riding uphill.
14. Quick release parts make maintenance easier for brakes, wheels and changer.
15. A modern lightweight racer has to be very strong to stand the stresses induced in racing.

It seems to me that most of these principles should apply to any type of cycling, with the possible exception of a more rigid frame for dirt roads full of potholes, and excluding cyclocross.

Yours sincerely,
ROGER CALLEN

ASSOCIATION TECHNICAL ADVISOR, PETER MACK COMMENTS:

Thank you for your letter showing your views on the ideal commuter cycle. This subject is a quite controversial one, some people such as yourself preferring the lightweight "Racing" cycle, others the "old-style roadster". Personally I agree with most of what you have to say, believing that the lighter more efficient cycles will ultimately provide more enjoyment and less pain to the commuter.

I do however oppose the use of cleats whilst amongst traffic. Firstly the cleat if used with correctly tightened toe straps will effectively prevent the foot from coming out of the pedal, as you yourself say. If cleats are used it is essential to leave the toe strap loose to allow the foot to be removed, this effectively makes the use of toe clips pointless.

Also if the cyclist is knocked off while using cleats and toe straps it is possible for the trapped foot to twist the leg badly, resulting in torn ligaments or a broken leg. Thus we cannot recommend the use of cleats on commuting shoes.

I also wonder at the use of a narrow plastic saddle, in my experience plastic saddles are uncomfortable and are akin to riding in a steam bath during summer. I find a plastic base padded and covered with leather a good compromise.

Once again, thank you for your letter.

A BUYERS GUIDE TO SECOND HAND CYCLES

by P. Mack

During a bicycle's life it will inevitably suffer some knocks and bumps, a good frame will be able to absorb these with no permanent damage. Any signs of a damaged frame means either the frame has had an exceptionally hard knock or is of poor quality.

Types of damage done to frames is commonly:

Dented or bent tubing - the frame is irreparably damaged (there are exceptions to this, however be aware that frame repairs are time consuming and costly).

Cracked or broken joints - the tubing making up bicycles is held together in one of two ways usually.

The first and simplest method is used on cheap bicycles and on BMX cycles. In this method the tubes are butted together and electrically arc welded.

BETTER QUALITY cycles (BMX Bikes excepted) use lugs into which the tubes are inserted then low temperature brazed together. By brazing at low temperature rather than arc welding less degradation of the tubing occurs allowing the tubing to be thinner and of better quality steel alloys. Fortunately there are very few cheap arc welded frames produced now. To check the joints of a bicycle frame look carefully at each joint and check for cracks in the paint. If it has been recently painted, lift the bike 15-20 cm (6-8") off the ground and drop it onto its wheels then check the joints again.

The next check to do on S/H cycles is to see if the frame is straight and true. To do this, take a piece of string, hold one end against one rear drop-out, wrap it around the front of the steering post and back down to the other rear drop-out. The distance from the piece of string to the seat tube should be equal on both sides. (The rear drop outs are the metal plates into which the rear wheel axle slots)

Bearings are also subjected to much abuse and should be checked, although faulty or damaged bearings are more easily replaced or repaired than are frames. To check bearings it is necessary to move the bearing and feel if it is running smoothly. This requires a certain degree of "feel" to be developed. The best way to do this is go to a bike shop, find the very best new cycle they have and feel how its bearings run.

To check wheel bearings it is best to remove the wheel from the bike and hold it by the axle then spin it gently, however it can also be checked by grasping the frame tubing as close as possible to the axle, lifting the wheel clean off the ground and spinning it. Bearings should have no noticeable side to side play but should spin freely, this applies to all bearings. You should ideally feel no "rumble" in bearings but in most cases there is a tiny bit.

The steering bearings can be checked by lifting the front wheel off the ground and turning the steering from side to side. If the steering always stops in the same position, a new bearing is needed. (These are quite cheap, SHIMANO 600 EX providing excellent value at \$3 - 4) If the steering is sticky all the way through its motion it may only need adjusting. To check if the steering is too loose pull on the front brake and rock the bike back and forth against it. By grasping the upper bearing assembly as you rock the bike you will be able to feel if there is any play or not. (Do not get confused by the movement of the bike as the front forks and brake arms flex). Loose bearings will "clunk" as you rock the bike.

cont. p. 5

To check the bottom bracket bearings (the ones the pedal crank axle runs in), take hold of the crank arms and push them from side to side. Once again there should be no free-play, but when turned (preferably with the chain disconnected) they should move freely and smoothly.

This covers some of the items often missed when buying a second-hand bike, there are many more things which may be checked easily, but if you are interested read books such as RICHARDS BICYCLE BOOK, JOHN MARINO'S BICYCLING BOOK or any other books you can find.

Cycle Safety



TURN OFF TO THE WORLD...TURN ON TO DANGER

Advances in electronics in recent years have given us many benefits. While not directly improving our quality of life, they have often added to our ease and convenience. But some, however, lead to potential danger.

Small radio-cassettes with headphones are a good example. At high volumes surrounding sounds can be completely blocked out. Even at moderate volumes other sounds become unclear. When worn in or near traffic they place their user in considerable danger.

Drivers, cyclists and pedestrians all depend on sound to help them interpret situations and assess danger. So those who wear headphone drown out vital warning sounds. Even at low volume, the wearer's attention can be easily distracted.

To ensure their own survival, cyclists and pedestrians who persist in wearing headphones in or near traffic should compensate with their eyes for the lack of warning sounds, just as someone would who was partially deaf. Headphones should never be worn when driving.

Those who pay attention to the dangers of using headphones near traffic will be able to enjoy the benefits of this technology without risking their lives.

MAIN ROADS, MARCH 1983.

RIDING IN THE DARK

The minimum legal requirement for riding a bicycle between sunset and sunrise is to have a white light to the front and a red light and reflector to the rear.

Despite the fact that so many cyclists use no lights whatsoever at night - and appear to get away with it, being invisible (so the cars can't see you and therefore can't aim at you) has a fearful accident toll which is approximately ten times that for day time cycling.



Survival conscious cyclists seldom accept that the minimum legal requirement will guarantee that they will be seen by other road users. Probably the best advice is to develop an integrated system of lights and reflectors to ensure that you can see at night and can be clearly seen by other road users. Try to make yourself look like a Christmas tree, then test your system by going out onto a quiet road with a friend in a car to observe you.

- o Your first choice for your lighting system is the electrical power source; battery or dynamo.

Around the city dynamos have a great disadvantage - the light provided is weak at slow speeds and non-existent when you stop and need it most. Most dynamo sets have a pretty weak tail light anyway and the accident statistics show that tail end collisions are common at night. Dynamos only come into their own if you are doing long night trips, say one hour or more, and not in areas where you'll need to stop frequently.

SANYO dynamo sets give good light output and the DNYAPOWVER generator, which fits under the bottom bracket, is very efficient and easy to push.

Battery lights give continuous light but you pay for it in batteries. The best battery lights and the cheapest to run are those made by BEREC and EVEREADY. The WONDER lights are very convenient to use but provide much less illumination according to recent tests.

The latest thing in bike lights are halogen head-lights which provide double the light for the same input power. Both the sealed-beam UNION and the replaceable-bulb IKU work well with a 6 volt battery or dynamo.

To conclude the section on lights you should note that arm and leg battery lights are available and leg lights, which are usually fitted below the knee, move up and down while pedalling and attract attention well.

- o Reflectors: With a little bit of thought and effort you can build up an extremely effective set of reflectors. A basic set would consist of a pair of red reflectors facing the rear, a pair of pedal reflectors, a spoke reflector (yellow or white) on each wheel, and perhaps a white reflector to the front.

The rear reflectors should be mounted low (say at axle height) so they will be picked up by car headlights on low beam as early as possible, giving the motorist the maximum time to avoid you. Your pedal reflectors are extraordinarily effective because of their low position and as well they attract attention by movement.

Additional reflective material will also help. For example, put reflective tape on your bike frame, and helmet (special tape required), wear a reflective safety vest and ankle bands (these move too), stick 3M "Silver Solas" fabric strips on the backs of your cycling shoes (more movement).

Finally, don't forget your clothing. Wear as much white as possible. You can always slip on a white t-shirt or singlet over your other clothes.

- o Fancy Systems: For those who like the latest and best you can build up your own super lighting system with rechargeable nickel-cadmium or small (motor Bike) lead-acid batteries. An ideal 6 volt system would use halogen lamps front and rear.

- From CYCED-OUT NO. 48



We have decided to print this very popular pamphlet from Road Safety & Traffic Authority of Victoria so we can be sure that all our members get to see it.

AUSTRALIAN STANDARD

In 1981 in Victoria, almost 1,200 cyclists were killed or injured in road accidents. Approximately 75 per cent of the fatalities were due to head injuries. Some form of protective headgear is indicated as a way of reducing the severity of injuries sustained in bicycle accidents.

A broad range of headgear designed for cyclists is currently available. Individual helmets vary considerably in quality, and the degree of protection offered cannot be determined by cost and appearance alone. There is an Australian Standard relevant to bicycle helmets, AS 2063-1977, entitled 'General Purpose Protective Helmets (for use in pedal cycling, horse-riding, and other activities requiring similar protection).' This standard specifies the need for:

- A hard outer shell, resistant to penetration by sharp objects such as stones, car fittings, etc.
- An inner lining of some energy-absorbent material (usually polystyrene foam) to cushion the head in the rapid deceleration of impact.
- A suitable retention system to hold the helmet firmly in place.
- Minimum restriction of vision.

Although there are currently few helmets approved to the Australian Standard, the following information provides a guide to the factors that should be considered when selecting a helmet.

CHOOSING A HELMET

Two basic types of helmets are available:

Helmets intended for racing use are smaller and lighter than general-purpose helmets. Typically, racing helmets have been composed of strips of foam rubber covered with leather or plastic ('hairnet' style). These offer little protection against all but superficial abrasions and are therefore not recommended.

General-use helmets are larger and heavier, and feature a hard plastic shell.

- **Construction:** The shell should protect the back and sides of the head, the temples and the ears. It should be free of projections and of rigid construction. The inside of the shell should be lined with a firm energy-absorbent material like polystyrene foam (not foam rubber).
- **Size and Fit:** It is essential to obtain a good fit. The helmet should sit firmly and comfortably on the head with the retention straps securely fastened. With the chin strap comfortably but firmly adjusted, it should not be possible to remove the helmet by pulling it from the rear in an upward direction. A helmet that is too loose, or too tight, will be of little value in an accident. Most brands are available in several sizes. However, the range might be restricted for small children. If you wear glasses, you should check that there is no interference with the front rim and restraining strap.
- **Visibility and Hearing:** The helmet should cause minimal restriction of vision and no interference with hearing.
- **Weight and Ventilation:** As a cyclist is usually positioned with head forward or down, the helmet should be lightweight, preferably no more than 500 g. Most helmets provide satisfactory ventilation for ordinary use, but this might not be true of 'jet'-style helmets intended for BMX use.
- **Colour:** The helmet should be of a conspicuous colour, white or yellow. A reflective strip is an advantage.

USE OF HELMETS

Once you have selected a helmet, you should remember these points:

- Always wear your helmet correctly. The helmet will be of little value if not correctly positioned and firmly secured.
- The helmet could be seriously weakened by a variety of cleaning agents, adhesives, paints, solvents, etc. Only the materials recommended by the manufacturer should be used for cleaning purposes.
- Helmets are designed to absorb the shock by partial collapse of the shell and liner. This damage might not be visible. Therefore the helmet must be checked by the manufacturer or replaced after experiencing a severe blow.

RECOMMENDED

(Approved to AS 2063)

- Guardian.
- Rosebank Stackhat.
- Bell BMX-3.

Although the following makes are not approved to the Australian Standard, technical tests suggest that they also provide reasonable protection:

- Bell Biker.
- Bell Tourlite.
- MSR Bicycle.
- Bell Mini-mite (suitable for ages 3-5).

More appropriate for off-road use:

- Bell Mini-moto (BMX - approved to AS 1698).
- Centurion 150 (BMX - approved to AS 1698).

Most of the helmets listed above are available for between \$40 and \$60 retail.

Most of the better bicycle stores now stock a range of helmets.

Medical

A PROFILE OF AUSTRALIANS: EXERCISE

by Malcolm Crompton

The National Heart Foundation carried out a study in 1980 in conjunction with the Commonwealth Department of Health to obtain an up-to-date and detailed profile of major heart risk areas in the Australian population. The study results are documented in a booklet titled "A Profile of Australians". It records such items as blood pressure, height, weight, alcohol use, diet, etc. for age groups between 25 and 65 for both males and females.

The report also contains the following paragraphs on exercise, which sets out just how many (few!) of us are using bicycles to travel to and from work.

"50% of men and 66% of women said they rarely or never engaged in active exercise and the proportion of women participating was significantly lower than that of men in the younger age-groups.

Only 16% of men and 9% of women engaged in regular vigorous exercise at least 3 times a week.

Most people did not use their daily trips to and from work as a means of taking moderate exercise and only 7% of men and 3% of women walked more than 2km on the way to or from work. Very few people used bicycles to travel to and from work and only 1.5% of men and 0.4% of women rode a bike 3 times a week or more."

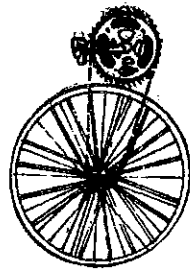
The results show very few people are using their bicycles in this way. There are obviously still many out there who need to be converted to the cause!

from: PEDAL POWER
(ACT) No. 49

THE CYCLIST PROTECTION ASSOCIATION OF S.A. INC.
believes:

- *that the bicycle as a vehicle is entitled to share streets and roads with motorised traffic.
- *that standardised improvements such as adequate lane widths and in some special cases bicycle lanes, smooth pavements, bicycle responsive traffic lights with adequate timing for the cyclist to clear the intersections are the safest and most cost effective ways to meet the needs of cyclists and motorists.
- *that direct cycle routes using residential streets should be established with well designed and strategically located crossings of arterial roads.
- *that the speed limit in residential areas should be reduced to 40 km/hr.
- *that well engineered and maintained separate bicycle paths be constructed in suitable locations; separate paths are recommended where no safe and convenient alternative exists; to cross barriers or as recreation facilities in scenic areas.
- *that adequate and safe storage facilities be provided at all traffic generators and also at railway stations and busstops to extend the range of public transport; adequate provision should also be made to carry bicycles on public transport.
- *that education of all road users is a key aspect of the solving of road safety problems; driving and riding skills and hazard awareness of all road users should be improved.
- *that enforcement of the law should be strict and impartial and should be applied equally to all classes of road users.

CYCLIST
PROTECTION
ASSOCIATION of SA INC



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adelaide 5001
south australia

Ph 263-4031

The Cyclist Protection Association of S.A. Inc. is dedicated to the improvement of the cycling environment. It studies ways to improve the safety for all classes of cyclists and keeps up with the latest developments in this field. It campaigns for the adoption of policies conducive to the promotion of cycling by Federal, State and Local Government bodies. The Association is represented on the State Bicycle Committee and other bodies. The Association is a memberbody of the Bicycle Federation of Australia.

The Association offers members the following:

- *Bi-monthly newsletter to keep members informed of the latest developments and cycling news.
- *Monthly meetings.
- *Discounts at nominated bikeshops.
- *Bicycle insurance at low rates.
- *Library of publications and magazines on cycling.
- *Technical advice.



C L A S S E S O F M E M B E R S H I P

Personal	an individual	\$ 8.- per annum
	an individual who is unemployed or is a student or a pensioner	\$ 5.- per annum
Associate	a member of a family or group living at the same address as and nominated by a personal member	\$ 1.- per annum
School Club	a cycle club established in a school college or university	\$ 8.- per annum
Organisational	clubs and organisations other than those above	\$ 15.-per annum

I N S U R A N C E

SUN ALLIANCE INSURANCE LTD. offers through its policy with the Cyclist Protection Association of S.A.Inc. low cost insurance to its members. The policy covers accidental collision, fire theft and includes third party cover up to \$ 200,000. The full policy is available on request. The annual premium is \$ 8.- for every \$ 100.- of the value of the bike. The renewal date for all insurance is March 1st. The premium for new insurance is calculated on a monthly pro rata basis until March 1st next, part of a month being taken as a whole month; e.g. insurance taken out on 20th of August for a bike worth \$ 210.- requires a payment for the period from August 1st until March 1st, that is a period of 7 months out of 12. The premium required is thus $7/12 \times \$210/\$100 \times \$ 8.- = \$ 9.80$. Insurance starts the day the completed form below is received by the Association; a certificate will be issued at a later date. For claims contact the insurance company directly.

T - S H I R T S

T-shirts are for sale with association symbol back and front. \$ 6.- posted.

Fits	Size code	14	16	18	20	22	24
men and women	fits chest(cm)	90	95	100	105	110	115

please fill out in black blockletters and send to:

CYCLIST PROTECTION ASSOCIATION OF S.A. INC., G.P.O. BOX 792, ADELAIDE 5001

MEMBERSHIP

Name and address of member:	Phone no. Home Business	Amount	Circle which is applicable
.....	\$.....	new/renewal
.....Postcode.....			
Name(s) of Associate Member(s)		\$.....	new/renewal
.....		\$.....	new/renewal
.....		\$.....	new/renewal

INSURANCE*

Name and address of owner:.....			
Make.....	Frame no.....	Value \$.....	\$..... new/renewal
Colour.....	Signature.....	Date.....	

T-SHIRT* size....., please send to:.....

..... \$.....

VOLUNTARY DONATION

TOTAL \$..... cheque/cash/
money order

If you are a member of School Club or Organisational Membership, please state which.....

I AM WILLING TO ACTIVELY partake in the following (please circle):
cycleway planning; equipment evaluation; touring; education; administration;
other please state:

*fill out separate sheet if more than one required.