

P E D A L

G.P.O. Box 792
Adelaide S.A. 5001
Phone (08)263 4031

Registered by Australia Post
Publication Number SBH 1281
DECEMBER 83 No. 45



Beat The Thieves!!

- by CHRIS REYNOLDS

When you first discover that your bicycle has been stolen, your mental process goes through a strange phase that refuses to believe the enormity of what has happened. So it was with me one Friday evening after late shopping in a quiet part of the city. Confused with the knowledge that my trusted companion over thousands of kilometres which should have been where I left it was quite simply no more, I set about trying to be rational. It was insured, so that at least would replace it, and some phone calls around the local bike shops would help me find an equivalent machine. And then there was the question of a lock. I resolved to buy a more secure device than last time, but what to buy and most importantly how should I go about keeping my next bike?

It is generally thought that it is impossible to make a bicycle theft-proof. But, it is reasonably easy to make it relatively difficult to steal (or even very difficult to steal). I work on the assumption that bike thieves employ a subconscious 'cost benefit analysis' and leave a well locked machine in favour of easy pickings elsewhere. Fortunately, secure locks are becoming easier to obtain and any survey of bikes parked around the city will confirm the popularity of the so called 'super locks' which are laminated steel alloy 'U' locks.

Most popular of these locks seems to be the Kryptonite, which consists of a black laminated U piece which fits neatly into a barrel via an ingenious hinged foot. This U piece is 23 cm. long and will fit around the front wheel, the frame and most fixed objects in the category of downpipes, fences and street signs - with a bit of practice it becomes second nature. For the extra careful, the rear wheel, frame, removed front wheel and fixed object could all be accommodated. The only disadvantage of the Kryptonite is its price and weight. At \$50.00 plus, it certainly isn't cheap. Also at 950 g. it's a lot of extra weight to carry around (and a little self defeating if you have spent hundreds of dollars over the odds for a light bike).

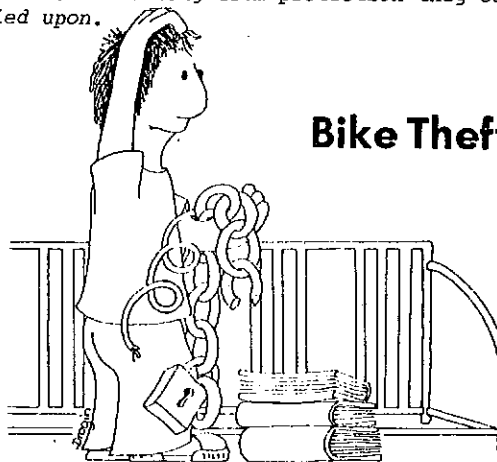
But for a lock that within practical limits is pretty well theft proof it is really quite a good investment, which on a relatively light weight machine is not much more than a year's insurance premium.

The locking device in the Kryptonite is a 7 pin high security type which takes a barrel key. A set of two is provided and it's advisable to keep the spare key secure in order to avoid testing the efficiency of your lock by setting to work on it yourself!

The Kryptonite is one of a series of 'super locks' all of which combine a similar U shape format. Others include the 'Citadel' (slightly smaller and lighter) the 'Tech-Lock' and the 'Master'. If these devices don't appeal there is the traditional alloy chain in its plastic sleeve and case hardened lock. A good chain and lock is also very expensive and weighs in at much the same or more as the super locks. Unless you are an expert it's easy to make mistakes on relative strengths of chains and locks, so be guided carefully by your local iron monger before purchase. However, locks and chains can be kept permanently at your favourite bike rack and being longer are more versatile.

The normal variety of lock and chain are easy victims to hacksaw or bolt cutters. They may be light and

compact, but by and large are unable to withstand a serious thief. In their place such locks have their uses - e.g. as a secondary device to protect your new Brooks saddle that has just been worn in, or for a short term park in a well lit or well populated area. But for serious long term protection they cannot be relied upon.



Bike Theft

The answer seems to be to get with the strength at the beginning. Buy a really reliable lock and park your bike with a justified sense of security. At the same time, it is well worth your while also to insure the bike. I do not see that insurance and locks should be regarded as an either/or option. A lock is a once only investment, whilst an insurance policy is continuing protection against accidents or being sued by the owner of the expensive foreign car you have just run into. It also covers you just in case your security system falls down the day you leave your lock at home or if the unlockable parts such as your titanium pedals go astray. Remember that reasonably cheap insurance is available through the Cyclists Protection Association.

Overall bicycling is an extremely economical form of transportation and it's worth spending a relatively small amount extra to ensure that you can continue to enjoy this mode of travel.

STREET CLOSURES WITHOUT ACCESS

It has been reported that after a relatively quiet period of a few years some councils have again begun to install street closures without access for cyclists, although in some cases cyclists could ride over the adjoining footpath to get through, but that is not legal as yet.

The Road Traffic Board's view is that bicycles are excluded from those vehicles being controlled under the legislation so that access for cyclists should be provided. The Association is seeking your support in locating recently installed or about to be installed road closures where no, or only circuitous access will be provided. Search the local press for hints. For speedy action ring Hans Penning on 227 4311 during the day.

The issue of street closures and other traffic control measures in residential areas will be dealt with more fully in an article on Local Traffic Management Plans in a subsequent issue of PEDAL.

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	
PEDAL POST	Leith Davidson	272 9095 H
	Stephanie Denton *	
LEGAL ADVISER	Chris Reynolds *	267 5528 H
TECHNICAL ADVISOR	Peter Mack *	297 4992 H
	John Mellor *	269 5463 H
LIBRARIAN	John McKinnon *	332 9114 H
EDUCATION	Judith Hennig *	44 8979 H
	Maritere Garreta *	

* Members of Management Committee.

MANAGEMENT COMMITTEE MEETINGS

Meetings are usually held on the third Wednesday of every month at 8 p.m. at 310 Angas Street, Adelaide. Every member of the Association is welcome to attend.

The dates for the next three meetings are:

December 21; January 18; February 15.

PEDAL

- * Articles for the next issue to be in by the Management Committee meeting on January 18
- * 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.

RECENT CORRESPONDENCE

"Freewheel" publication
AS1742 (traffic signs)
Fullarton Road
Education Department cycling education
Dual Mode
South Road
Access from Western suburbs
Guidelines for providing for cyclist (U.K.)
C.P.A. Office accommodation

*****The CPA Needs YOU*****

EDITOR WANTED

The services are required of someone to take charge of the collection and preparation of articles for PEDAL. He/she should induce people to write or collect articles advertisements and artwork, and also direct the layout work.

CYCLING ORGANISATIONS

SOUTH AUSTRALIAN CYCLING ASSOCIATION

14 Homington Road, ELIZABETH NORTH 5113.
Telephone 255 1639
- The umbrella organisation for eleven amateur or professional racing clubs.

BMX ASSOCIATION OF S.A.

6 Angas Street, GOODWOOD 5034. Telephone 271 2487

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.

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.

THE TANDEM CLUB OF AUSTRALIA

71 Tivoli Road, SOUTH YARRA. VIC. 3141

CLUB ACTIVITIES

CYCLING FOR PLEASURE GROUP

- Phone: 337 4214

10.30 a.m. Victoria Square
15/1/84 - Seacliff Beach
29/1/84 - West Beach Par 3 Golf, Marineland or swimming
12/2/84 - Orienteering with prizes
26/2/84 - Hindmarsh Rollerdrome

DEVELOPING THE C.P.A.'S POLICY

1983 has been an extremely important year for cyclists in South Australia. We have seen the public release of the Adelaide Bike Plan Project Report and its associated documents and maps. With the resulting awareness of cyclists needs, and the relatively strong position that Adelaide's cycling population now has amongst Government and others involved in bicycle planning it is vital that we maintain this momentum.

The Cyclists Protection Association as the lobby and pressure group which represents cyclists in this State must be in the forefront of this process. It is essential therefore, that we develop a comprehensive and articulate policy on all major issues. Although there are a number of such issues, they can be grouped into a number of areas which, for convenience, can be reflected in the '4-E's' of the Bikeplan.

It is suggested that as a starting point, in developing a comprehensive policy and programme, the Association establishes policy groups within these areas.

Thus, it is proposed that members who are willing to assist in this process, join one of the following policy groups which most interests them. These are:-

- * Engineering - Bike planning, generally the development of bike arterials, improved traffic control devices etc.

cont.p. 6

Planning

PLANNING FOR B.M.X. - by STEPHANIE DENTON

As any bike shop and most parents know, the big news in bikes over the last few years has been BMX or Bicycle Moto-cross. But when parks and gardens are redesigned for thrills and spills, and newly planted trees are incorporated into a bicycle slalom course, BMX becomes news for local councils too. Given the ingenuity and alacrity with which kids can transform the most carefully tended garden into a BMX track, councils may well feel it is wiser to plan with the trend rather than against it.

The nature of BMX and methods of planning for it were considered at a talk on "BMX - Here today, gone tomorrow?" organised by the Royal Institute of Parks and Recreation in October. The diverse audience covered a range of interests and included representatives of local councils and the C.P.A.

Briefly, BMX bikes developed in America in the 1970's in response to the need for bikes capable of withstanding the stunts and strains which bikes have been subjected to at week-ends and after school for decades. From here it has developed into a competitive sport with its own clothing of helmets, goggles and almost spaceman like protective suits and its own language for stunts and obstacles including 'snake-pits' and 'bunny-hops'. The first BMX club in South Australia was formed at Port Wakefield and as this grew local clubs began to be established and there are now dozens of clubs in suburban and country centres. If you still hanker for the days when you did gutter jumps and bunny hops and buckled your wheels, bike technology has now caught up with your needs. Club riders ages range from 4 to 40 so there is a chance to get involved in BMX or at least go along to watch one of their events. The Bicycle Moto-cross organisation of S.A. is listed in PEDAL and can answer your queries.

Rides at Club tracks are well supervised and although the rides may appear harrowing we were assured that a high standard of safety is maintained. For instance, protective gear is mandatory, any sharp potentially dangerous attachments are removed from the bike and riders conform with the rule book of the Australian BMX Association. It is important to note however that this book outlines rules for track riding and the rules are not sufficient or even legal for riding on the roads. For instance, the reflectors removed before a race should be replaced if the bike is to be ridden home and bikes conforming to the BMX code of handlebars no wider than 710 mm. are illegal on the roads as under the Road Traffic Act handlebars are not to exceed 660 mm. However, in many instances track bikes are track bikes; they are transported to the track by car and another bike is used for commuting/recreation use on the roads.

BMX riding is not however confined to supervised tracks. Perhaps 70% of BMX type riders are not involved in clubs at all. This riding happens in backyard obstacle courses, national parks and council areas, and dirt mounds and building lots are likely to be converted to BMX tracks over night. Often these tracks cause conflict with other park users, damage the park or are unsafe for riders and others. Tea Tree Gully Council have been quick to respond to the obvious demand and direct the use of BMX bikes to areas the Council considers more appropriate. Location criteria includes other park uses, use of neighbouring areas and traffic on neighbouring streets, to ensure that likely routes to the track are safe for cycling. With parental support kids can seek council support to develop a track on land which is acceptable to both the council and the users of the track. Council keeps a low profile during the development, it may dump a load of dirt at the area and afterwards will check that the track is not hazardous. But through experience Council has

learnt that the kids want to form and plan the track themselves, and it is this sort of community involvement which is the essence of local government.

Council BMX tracks are informal recreation tracks and as such are not supervised. There is a need for parents and children to recognise this. Firstly, standard bikes and BMX look-a-likes are not designed for frequent heavy and rough use and may not be safe in those conditions. Further, stunts that may be safe at club tracks where protective clothing is worn and first aid is at hand are not suitable for recreation tracks.

The council ensures recreation tracks are not as rigorous as competitive tracks. Where councils do not provide for this recreation demand, tracks are likely to develop without their knowledge or consent and the kids emulating competition BMX stunts on these tracks may be under a risk that some basic overseeing by councils or a knowledgeable adult might have averted.

If you are interested in BMX still the consensus of the evening was that it is unlikely it will be "gone tomorrow". In all likelihood the trend has not yet plateaued. However, were it to be gone tomorrow the council tracks would have been very cheap to develop and are natural areas that can simply be reabsorbed into the existing park. It seems council recreation facilities may be on to a winner with BMX.



CYCLISTS IN WESTERN SUBURBS DEMAND ACTION

Mr. Abbott,
Minister of Transport,
State Admnstrn Centre,
Victoria Square,
Adelaide, 5000.

4 - Nov - 83

Dear Mr. Abbott,

We the undersigned are a group of commuting push bike riders who live in the Western Suburbs, and in relation to the proposed construction of the \$14.3M Hilton bridge and the \$970,000 construction of the twin bridges and approaches over Brownhill creek, we would like you to make sure, that bicycle paths will be included on the bridges.

Generally, bridges are bottle necks and create very dangerous situations especially for bike riders. We can keep to the side streets and avoid busy major roads but bicycle riders of the Western Suburbs, commuting to the city have to cross either one of the three bridges over the railway lines because there is no alternative. A bridge with a cycle path would be heavily utilized because of the present hazardous situation.

We believe that the push bike is returning as a means of mass transport and as the petrol shortage creeps near and the unemployment situation continues there will be a bigger percentage of people riding bikes. Any long time planning of roads and bridges should consider this a high priority in development in Adelaide and especially bridges which can not easily be re-constructed.

Adelaide has a larger than average number of bicycle commuters than other Australian cities due to the nearly ideal bicycle conditions. To protect these cyclists there should be a bicycle path going in each direction on the new Hilton bridge and also the twin bridges over Brownhill creek. These bicycle paths should be fenced, on the car side to that cars will not knock or run over a bicyclist.

Yours faithfully the undersigned.

25 signatories

Techtalk

YOUR HEAD DOES THE TALKING - PROTECT IT WITH A HELMET

by STEPHANIE DENTON

Helmets are becoming increasingly common and so too is the choice of helmets. There is a bewildering array of helmets and although cyclists may be aware that not all helmets are equal, the good helmets are not always readily discernable from the bad, and the consumer needs assistance in choosing a helmet. A helmet needs to provide protection and also be wearable. Unfortunately, good intentions do not protect heads. Helmets you intend to buy and helmets discarded in sheds are not going to protect you when you are busy having an accident on King William Street, so buy one and wear it!

Firstly, some of the reasons for not wearing a helmet will be considered (and eliminated):

- Inconvenience and Loss of Freedom

This is minimal in comparison to the inconvenience of spending months in hospital or the loss of freedom which would result from brain damage.

- Expense

Price of good quality recommended helmets range from \$45.00 to \$70.00. This is probably far less than the average neurosurgeon will charge for an hour's work fixing your messed up brain.

- Appearance

You may at first feel a little self-conscious and peculiar in a helmet but it is infinitely more attractive than a bashed and battered skull.

- Discomfort and Heat

Choice of a light weight helmet (most weigh less than 500 grams) that provides a good personal fit goes a long way to providing a wearable helmet. However, it must be appreciated that all helmets reduce heat dissipation from your head and will therefore be sweaty and uncomfortable travelling long distances in extremely hot weather. In most cases the protection factor outweighs some degree of discomfort. If you are genuinely approaching a dangerous condition of heat stroke or exhaustion consideration might be given to abandoning the helmet for shady head gear. In reality however, the helmet would provide marginal difference and the distress and risk of heat stroke are such that it is highly recommended that the ride be abandoned for a shady tree for the most extreme hours of heat. Leave the midday sun to mad dogs and Englishmen.

Having decided that your life is worth protecting remember your head does the thinking, so let it do the talking when you enter a bike shop.

The idea of the helmet is to protect against puncture and abrasion and cushion against impact. Even in a relatively simple fall the skull can fracture. If the head is brought to an abrupt halt when moving quickly the helmet should absorb some of the energy of impact and arrest the head relatively slowly. How then to choose an effective helmet?

An Australian Standard, A.S.2063, for General Purpose Protective Helmets (for use in Pedal Cycling, Horse Riding and other activities requiring similar protection) assists in this choice. The standard does not provide the same level of protection as A.S.1698 which applies to motor cycle helmets. A.S.2063 attempts to offer the maximum protection possible bearing in mind that the bulk and mass of the helmet should not affect balance, comfort or movement.

Unfortunately few helmets have been submitted for testing under A.S.2063 and to date only three helmets have been passed under the standard. To help in assessing these and other available helmets the various features of helmets are considered below.

- Outer Shell spreads the force of impact over a large area and needs to be hard and tough to protect against puncture by rocks and protect your skull from abrasion. Certain cleaning agents and adhesives used on stickers may weaken some polycarbonate outer shells and manufacturers recommendations should be regarded.
- Inner Lining absorbs some of the shock of the impact by partial collapse and needs to be a firm polystyrene that will cushion the head by "crushing" rather than "flattening out". The density of the polystyrene "beads" as well as the total thickness of the lining provides some visual clue to the quality of the lining.
- Fit The fit needs to be snug and comfortable and this choice is as individual as your head shape. Once you have chosen the correct size of helmet, removable foam pads are available in a variety of thicknesses to adjust the helmet to your head shape. The pads provide for fractional fittings and should not be used to adjust the size of the helmet. Most helmets are available in sizes 54-59, however choices are extremely limited for children who may need helmets between 48-51. Check that the helmet also fits comfortably when you wear glasses or sunglasses.
- Buckle/Harness. A helmet needs to stay on your head to provide protection. The harness/chin strap needs to be strong, attached to the helmet securely, and the buckle must hold firm. The double metal rings have proven the most effective and although more fiddly they are to be recommended over the range of plastic snap fasteners currently available which have proven unreliable in some instances.
- Ventilation needs to be considered not only in terms of access of air, but circulation of air.
- Visibility. Yellow or white helmets with reflective strips will help make you more conspicuous to other road users. Also the helmet should not interfere with your peripheral vision or hearing.

Taking the above factors into account you should choose the helmet that combines protection with personal comfort. The following helmets are recommended as providing reasonable protection.

- Guardian Cyclists produced in Australia and approved to A.S.2063. The outer shell is of ABS which has been shown to be extremely strong and durable and the helmet is of high visibility.
- MSR developed by Mountain Safety Research, U.S. are made of Lexan Polycarbonate and being a moulded helmet a rounded brim is integral to the helmet whereas pressed helmets have beading affixed to exposed edges. MSR have chosen not to pursue the expensive procedures necessary for formal standards association approval at this stage.
- Rosebank Stackhat made in Melbourne and approved to A.S.2063. The stackhat is promoted as being suitable for a wide range of activities in addition to cycling, e.g. cricket, skating, horse riding and as the stackhat comes in smaller sizes it may be a useful choice for children. The stackhat has an impact modified PBT outer shell and an expanded polystyrene inner lining.

The third helmet to meet A.S.2063 is the Bell Mini-moto which is designed for BMX cycling rather than leisure cycling. Other types of helmets available are the leather strap or "hairnet" style worn by racing cyclists. These provide minimal protection and are not to be recommended. The recently developed Bell Racer appears to provide superior protection for racing cyclists, but lacks some of the safety features of leisure or touring helmets.

Finally, wear your helmet correctly and should the helmet suffer a severe impact in collision it should be checked by the manufacturer or replaced. The helmet may have been weakened or suffered partial collapse even if this damage is not visible.

STACKHAT REVIEW RAY PEACE reviews the ROSEBANK STACKHAT

A third helmet bearing the AS 2063 sticker has now hit the local market, the aptly named 'Stackhat', from Melbourne firm Rosebank. As the company's glossy promo sheets will tell you, it was designed and produced entirely in Australia.

While the CPA, touring clubs, and other organisations have been promoting the use of crash helmets for some years, the number of good helmets available, that satisfied the requirements of the Standards Association's AS 2063, were few. Choice magazine selected the 'Bell Biker', 'MSR', and 'Guardian' as the best on the local market. Of these, two out of three bore the black-and-silver AS 2063 sticker, and two out of three were also American, with the third an unashamed local copy of the 'Bell'.

AS 2063.1 sets out stringent criteria for helmet design: resistance to area and point impacts, tolerances of impact-absorbent linings, air-vent dimensions, shell materials, etc.

The Stackhat is suitable for a variety of sports, but is primarily intended for cycling. After almost three years of owning a Guardian, the questions I and others asked were, 'What's it like?', and 'How does it compare?'. Partly, this can be answered fairly objectively from Rosebank's PR and a simple inspection, and subjectively, in that I put it on and went for a ride. I am content to let the SAA drop it on sharp objects from a great height and the designers worry about styling and mass appeal. How comfortable it is after four hours riding, how sweaty your hair gets, is something no wind tunnel or test rig can answer.

The Stackhat has almost the same external dimensions as the Guardian, with the important addition of temple and neck protection on the lower rim. It has about the same thickness of impact-absorbing expanded polystyrene, foam rubber between it and the user's skull, and both have the nylon chinstrap retainer with double-D rings. The Stackhat comes in a size range of 53 to 59 cm, the same outer shell with different sized liners being used.

The Stackhat weighs a little more than the Guardian, about 520 grams for my 56 cm model, versus 450 grams. The shell is 'Impact Modified PBT Polyester', as opposed to the ABS used by Guardian and Bell, which has one advantage I'll come to shortly. The Stackhat has six large air-vents instead of the eleven small ones on its local oppo, an arrangement with pros and cons like any other.

Having stated the similarities, there are a number of major differences notable in the Stackhat. The helmet provides solid protection for the temples and nape of the neck that no other approved helmet does. Also the ears are more enclosed. Instead of foam pads, a single-piece liner has been used. The shell is available in either white or yellow, both good safety colours and the first time any high-quality helmet has offered such a choice. The use of PBT also means that you can stick any kind of sticker or reflective tape to it. Care is required in cleaning due to the vulnerability of the liners.

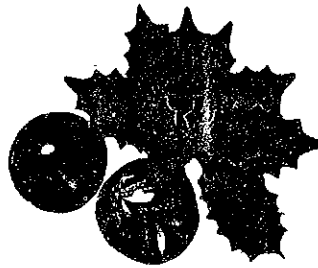
The best test of a helmet is a long ride. The first impression is the comfort of the wrap-around liner. Despite the extra weight, the Stackhat does not feel top-heavy, because the added mass is all down low. The helmet sits firmly and squarely on the head, and shows little inclination to wobble.

Despite the mutterings of sceptics, ventilation under normal conditions is as good as my other helmet, even though the Stackhat is a much closer fit around a greater area of head. The six large vents allow plenty of air in. One minor problem noticed under hot conditions was that the Stackhat can develop a 'hot spot' on the upper forehead where the skin is in close contact with the liner between the front vents. However, as helmet users know, this is a problem common to almost all good, and some not-so-good helmets: design is usually a compromise between protection and utility.

The Stackhat has been styled to appeal to the largest market: school kids in the eleven-to-sixteen range, and, petty grumps aside, the Stackhat is a reasonably designed crash helmet with quite a few good features. But it's doubtful that the large number of cyclists who object to wearing helmets are going to be influenced by the fact that there's another one around.

The recommended retail price is currently about \$48-\$50, depending on where you go.

- from PEDAL POWER No. 2.

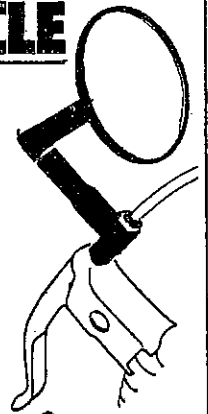


**SEASONS
GREETINGS**

IT'S A MIRRYCLE

The first rear view mirror designed exclusively for bicycles with drop style handlebars.

AND IT'S-
Free
What! Entirely?



Well almost, INNER CITY CYCLES the touring specialists, have produced a new 83/84 Mail Order Catalogue especially for the cycle tourist and for every \$100 worth of goods ordered we will include a free MIRRYCLE. The catalogue contains a range of four proven cycle equipment PLUS a fully illustrated and detailed PANNIER SUPPLEMENT.

Send \$1 To **INNER CITY CYCLES** 31 GLEBE Pt Rd
GLEBE 2037 (02) 680 6605

Name _____

Address _____



State Bicycle Committee

EDUCATION DEPARTMENT

The Minister of Education has abolished in 1984 the position held by Mr. Doug Forbes.

Mr. Doug Forbes has admirably and expertly pursued child cyclist safety in this State by developing various teaching programmes.

This is the more incredible now that the recently completed Adelaide Bikeplan recommends more education programmes.

The Association has written to the Minister to retain Mr. Forbes in his position.

BICYCLE FUND

A total of \$214,968 was allocated to councils this financial year, which means that the fund is over committed to by \$24,968.

It is disappointing that only one council in the Western region (for which the Adelaide Bikeplan had made detailed engineering recommendations) has applied for funds. Clearly the Adelaide Bikeplan has failed to raise the level of awareness of the councils involved, conversely the councils are partly right in condemning the Bikeplan in not supplying them with the details they sought. The Association has contacted all seven councils involved, but their responses to the recommendations of the Adelaide Bikeplan were largely negative.

More follow-up by the State Bicycle Committee is needed.

DUAL USE LEGISLATION

The legislation to allow cyclists to use designated footpaths has been in the pipeline for two years now, following a seminar on this important aspect of cyclist access. It has been reported that the Road Traffic Board will look at this issue in the near future.

STAR BRAND HELMETS

These are sold by Coles and carried badges stating that they complied with Australian Standards, which may not be the case. The badges have been removed and the helmets are being investigated to see whether they actually do comply.

CYCLING FILMS

A list of films available in South Australia has been compiled.

RAIL CROSSINGS

Where a bicycle path crosses a railway line, S.T.A. will erect a normal pedestrian maze to force cyclists to dismount. Please send any comment to Hans Penning on 227 4311 - office hours.

DRIVER LICENCE QUESTIONNAIRE

The Motor Registration Division has requested comments on what questions on cycling safety should be included. If you have any suggestions, please contact Chris Reynolds on 267 5528 A.H.

Cost of Cycling

CYCLING BREAKDOWN - from The Advertiser 19/8/83.

Sir - Having read your article on the cost of using a cycle for transport, I thought you may be interested in the costs I have spent over the period November 1973-October 1982.

November '73, new cycle	\$116
March '79, new cycle	\$195
Running costs	\$217
Extras	\$ 89
Total	\$617

Running costs include batteries, bulbs, overhauls at cycle store, 14 tyres.

Cost of Cycling cont.

Extras include cycle shoes, saddle, dynamo, saddle and saddle bag.

I travel from Elizabeth Downs to Bolivar to work, a distance of 16 kilometres each way, and in this period have travelled more than 60,000 kilometres.

I hope these figures will be of interest to you and your readers.

VINCENT E. DILGER,
Elizabeth Downs

Cycling Survey

BICYCLING ACCIDENTS QUESTIONNAIRE

Dear Cyclists,

Thank you to all past and current members of CPA who participated in our recent Bicycling Accident Survey. We have received well over 400 replies to date which represents a gratifying response rate of about 80%.

Preliminary analyses of the data are presently underway. For those interested in our findings a report should be available by the end of the year.

Yours sincerely,

Margaret Dorsch and Alistair Woodward.
National Health & Medical Research Council
Road Accident Research Unit.
University of Adelaide.

Association info cont.

DEVELOPING THE C.P.A.'S POLICY (cont.)

- * Education - Driver and cyclist education, programmes in schools etc.
- * Encouragement - Promoting cycling generally, liaison with media, specific issues such as the carriage of bikes on trains etc.
- * Enforcement - Legal issues related to cycling, dual use of certain footpaths, enforcement of the Road Traffic Act against motorists and cyclists
- * Equipment - Product testing, comments on safety devices for bicycle and rider etc.

Once members have indicated their specific areas of interest, it is suggested that the various groups meet over a period of about 2 - 3 months in order to:-

- (1) Bring together all the major items of importance within their respective areas.
- (2) Establish a set of priorities for each one and our overall timescale (where relevant) for their implementation.
- (3) Provide an overall summary which could constitute the C.P.A.'s stated views in the particular area.

As an Association it is extremely important that we go through a phase of developing policy. It has many advantages particularly in our liaison with the media and with Government. It will also permit greater participation amongst members who will develop areas of responsibility and expertise in their respective areas.

Therefore, the Executive would be most pleased to hear from any person who would like to assist in this process of developing our policy. If you would, please ring -

Chris Reynolds - Phone 267 5528 (A.H.)
Hans Penning - Phone 263 4031 (A.H.)

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.

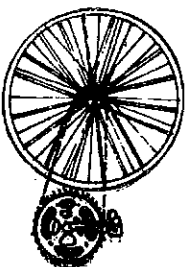
*that adequate and safe storage facilities be provided at all traffic generators and also at railway stations and busstops to extend the range of public transport; adequate provision should also be made to carry bicycles on public transport.

*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

gpo box 792
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

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

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 fits men and women Size code 14 16 18 20 22 24 association symbol back and front. \$ 6.- posted. chest(cm) 90 95 100 105 110 115

please fill out in black block letters and send to:

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

M E M B E R S H I P

Name and address of member:

Phone no. Home Business

Amount

Circle which is applicable new/renewal

Name(s) of Associate Member(s)

new/renewal
new/renewal
new/renewal

I N S U R A N C E *

Name and address of owner:

new/renewal

Make.....Frame no.....Value \$.....
Colour.....Signature.....Date.....

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

V O L U N T A R Y D O N A T I O N

cheque/cash/
money order

TOTAL

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):

cyclway planning; equipment evaluation; touring; education; administration; other please state:

*fill out separate sheet if more than one required.