

P E D A L

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HOW DANGEROUS IS CYCLING

For most people, especially non-cyclists, cycling is usually thought to be a dangerous activity. This is mostly based on the supposed vulnerability of cyclists to the car.

However, to take a detached look at any problem, one must come up with figures. This has been done in U.S.A. in 1975 by Jerrold Kaplan and in 1977 by Bike Centennial, the organisation that was responsible for the Trans America trail. Both conducted surveys of various classes of riders.

The following are statistics for every 1.6 million km. for accidents that were severe enough to damage the bike substantially or to require medical attention.

League of American Wheelmen members	113
Bike Centennial tourists	74
College affiliated students	510
Children	720

The League of American Wheelmen teaches its members specific riding techniques through its Effective Cycling course. The League members ride more than the average rider; have more years of experience and belong to bike clubs where they learn from each other.

Children and college affiliated adults have high accident rates and if the latter group is representative of the average adult rider, then the average adult rider has a low level of skill.

Kaplan also produced a set of statistics for different riding environments, although the choice of environment is dictated to some extent by the level of skill.

The following numbers represent accidents for every 1.6 million km. travelled in each environment.

Low traffic bike route streets	58
Minor arterials	104
Major arterials	114
Bike paths	292

The low figure for in the first category seems to indicate the advantage of establishing a network of bike arterials, that is continuous routes, using mainly residential streets as advocated in this magazine from time to time.

A lot of people always blame cars for accidents, in fact in only 20% of accidents a car was involved, another 20% were bike-bike collisions and about 10% bike-dog collisions and about 50% were single bike accidents. Australian figures show that in all car-bike collisions 2/3 were initiated by cyclists, although this proportion seems to be less for adults.

Most car-bike accidents occur at intersections, the much feared rear end collision is fairly rare and occurs mostly at night to people who ride without working lights.

On the touring side, the Bike Centennial survey shows high accident rates associated with fast downhill runs; touring loads and rider fatigue.

Remember that these surveys were done at a time when hard shelled helmets were just coming on the market and were by no means common.

Data shows that 75% of deaths and permanent disabilities resulting from bicycle accidents are due to head injuries. Proper helmets can prevent most of these.

SAFETY

Cycling vs. Driving and Walking

The rates of fatal and serious accidents for the average (untrained) cyclist is about ten times as high per km. as for people in cars. For experienced riders however, that would come down to about a factor of two.

The more experienced riders ride longer distances and John Forester has calculated a relationship of accidents per year to individual km. per year for cyclists who ride more than the average (low). The number of accidents remained the same, regardless of distance. If you ride a lot of kms. you are probably not at much greater risk than when you only ride 1600 km./year. The relative risks of walking, driving and bicycling are nearly equal for the distance a person typically uses these modes.

The important thing to reduce your risk is to be better than average. Learn techniques as described in John Forester's book *Effective Cycling* and taught by the League of American Wheelmen.

In it are taught things like lane changes, panic stops etc. Unfortunately, these sort of techniques are not taught in Australia. Perhaps there is a case for the Bicycle Federation of Australia and other cycle clubs to run courses along the lines taught by Forester.

You can start by avoiding the situations that are proven to be high risk factors such as riding without lights and with dark clothing at night, and riding without helmets, high speed downhill riding, badly balanced loads and on long rides avoid fatigue by drinking before you are thirsty, eating before you are hungry.

BIBLIOGRAPHY

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Forester, John. *Bicycle Transportation*. Cambridge, Mass: MIT Press, 1983. (Note: this book has been previously published under the title *Cycling Transportation Engineering*.)

_____. *Effective Cycling*. Cambridge, Mass.: MIT Press, 1983.

Kaplan, Jerrold. *Characteristics of the Regular Adult Bicycle User*. Office of Highway Safety, Federal Highway Administration. Washington, D.C.: 1975.

Adapted from *BICYCLING*, March '84 - by Hans Penning.

HELMETS REDUCE HEAD INJURY RISK

Our study of the efficacy of bicycle safety helmets in real crashes has recently been finalized. The findings, based on responses to a mail questionnaire returned from over 800 present or former members of S.A. cycling clubs, are summarized below. Over all the participating clubs, the questionnaire response rate was 68%.

Only those 197 bicyclists who reported having suffered a blow to the head or helmet during their most recent crash were included in the statistical analyses. These subjects were classified into four groups according to helmet use at the time:-

Association Information

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
LIBRARIAN	John McKinnon	332 9114 H
ENGINEERING	Hans Penning *	As above
EDUCATION	David Trebilcock *	337 2100 H
ENFORCEMENT	Chris Reynolds *	267 5528 H
ENCOURAGEMENT	Stephanie Denton *	267 5528 H
EQUIPMENT	Peter Mack *	297 4992 H
	Judy Hennig *	44 8979 H
	Jeremy Day *	79 5251 H
	John Mellor *	269 5463 H

* Members of Management Committee

MANAGEMENT COMMITTEE MEETINGS

Meetings are usually held on the third Wednesday of every month at 8.00 p.m. at 120 Wakefield Street, Adelaide. Every member of the Association is welcome to attend.

The dates for the next three meetings are:
August 15, September 19, October 17

PEDAL - (Published bimonthly every even month)

- * Articles to be in by the Management Committee meeting preceding publication.
- * The opinions of the contributors are not necessarily those of the Association.
- * Advertising rates \$40 per full page. Part of page on a proportional basis.
- * 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.

ASSOCIATION OFFICE OPENS

From September 1st, the Association will open an office at the Conservation Centre, 120 Wakefield Street (opposite the Fire Station) every Friday night from 5 - 9 p.m.

There will be opportunity to borrow magazines, books and reports from the library or just to talk cycling. Coffee and tea available.

A roster is being prepared for members to help staff the office on an occasional basis and your support is critical if this service is to continue.

If you are interested in getting involved, please telephone Stephanie or Christopher on 267 5528, or drop in any Friday evening after the 1st September.

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
- Williott Shops - check with each individual shop.
- Meda Enamelling - 16 Gumbowie Avenue, Edwardstown.
- Terry Davey Cycles - 753 Marion Road, Ascot Park.
- Elizabeth Star Cycles

CYCLING ORGANISATIONS

SOUTH AUSTRALIAN CYCLING ASSOCIATION
14 Homington Road, ELIZABETH NORTH 5113. Ph. 255 1639
- The umbrella organisation for 11 racing clubs.

BMX ASSOCIATION OF S.A.
6 Angas Street, GOODWOOD 5034. Ph. 271 2487

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

CYCLE SPEEDWAY ASSOCIATION
349 Torrens Road, KILKENNY 5009.

CYCLING FOR PLEASURE GROUP INC.
15 Donald Street, HIGHBURY 5089. Ph. 337 4214
- Rural and urban rides.

PENNY FARTHING CYCLE CLUB OF S.A.
Ph. 263 7030

S.A. TOURING CYCLISTS' ASSOCIATION
P.O. Box 304, NORWOOD 5067. Ph. 332 0956
- Country rides.

SOUTHERN DISTRICTS VETERAN CLUB
19 Underbank Road, HACKHAM WEST 5163. Ph. 382 0522
- Amateur veteran racing and tours in Southern Vales.

THE TANDEM CLUB OF AUSTRALIA
71 Tivoli Road, SOUTH YARRA. VIC. 3141

S.A. TOURING CYCLISTS' ASSOCIATION

For information ring Bill Hickling 332 0956, unless otherwise indicated.

Sat. August 18 Potter with Peter. 1.00 p.m.
Victoria Square - standard starting time for all rides.

Sun. August 26 A moderately hard trot through the Adelaide Hills. Depart Victoria Square Fountain at 8.30 a.m.

Sat. Sept. 1 Potter with Peter.

Sun. Sept. 9 Geological Tour of Hallett Cove. Led by Karen and Rod. Depart Victoria Square at 8.30 a.m. A moderate ride of about 60 km.

Sat. Sept. 15 Potter with Peter.

Sun. Sept. 16 Springtime Century. Entries close Wed. Sept. 12.

Sat. Sept. 22 Orienteering Day. Meet Long Gully Kiosk at 10.30 a.m. A train departs Adelaide Railway Station at 9.25 a.m., arriving at Long Gully at 10.11 a.m.

Sat. Sept. 29 Potter with Peter.

Sat. Oct. 6 to Mon. Oct. 8 Long weekend camping trip. An easy beginners trip, led by Karen and Rod. Easy distances each day.

Sat. Oct. 13 Potter with Peter.

Sun. Oct. 21 Winery tour/crawl. Meet at McLaren Vale - in the little park on the main road on the Adelaide side of the town at 10.30 a.m.

Sat. Oct. 27 Potter with Peter.

Sun. Oct. 28 Double Century - 200 km. An early start to finish by dark on the first day of daylight saving. Entries close Wed. Oct. 24.

RECENT CORRESPONDENCE

- Adelaide Bikeplan implementation.
- Helmet survey.
- Parking facilities standard draft.
- International bikeplanning conference.
- Carriage on trains.
- Parking in the City of Adelaide.

- 1) no helmet used (38%);
- 2) hairnet or racing-style helmet (35%);
- 3) "poor" hard-shell helmet, i.e. one having little or no inner lining, or only soft liner material (19%);
- 4) "good" hard-shell helmet, i.e. a design having a stiff liner of expanded polystyrene or hard foam over most of the inner surface (8%).

Information on the nature and severity of any injuries sustained during the crash were noted, along with details of crash circumstances, age and sex of the victim. These details were coded and punched into a computer file for statistical analysis.

The most basic level of analysis involved simple comparisons of the frequency of various types of head injury in the four helmet groups. Crash victims without helmets were more likely to suffer head injury than were bicyclists in any of the helmeted groups. Furthermore, unhelmeted bicyclists in general experienced more severe head injuries. The head injuries reported ranged from no injury to severe concussion and skull fracture. Helmets appeared to be protective against brain injury (including concussion), facial and scalp injuries. The occurrence of skull fractures was not apparently influenced by helmet use. However, it should be noted that skull fracture was not well represented in our sample of injured bicyclists - only five cases were reported.

Although these simple analyses suggested that helmets are effective, they do not allow for other factors that could affect the occurrence and severity of head injuries. For instance, the four helmet groups sampled might have differed in age and crash severity, and these variations alone could account for any observed differences between them with regard to head injuries.

Therefore, use was made of a statistical technique, multiple linear regression, to take account of these other factors that could influence head-injury severity given that a crash occurs. When this was done, the protective effect of helmets persisted.

At our third level of statistical analysis, we attempted to estimate the reduction in risk of death associated with helmet use. This analysis was conjectural in nature because our sample did not include any fatal cases. Details of the methods are not reproduced here for the sake of simplicity. However, for the statistically-minded, copies of our full report are available from the C.P.A. or the Road Accident Research Unit.

The results of this analysis were as follows. Unhelmeted bicyclists were estimated to experience four times more head-injury deaths than if they had been wearing poor hard helmets, eight times more head-injury deaths than if they had been using hairnet helmets, and 19 times more head-injury deaths than if they had worn good hard helmets.

Attention was focused on the unhelmeted group for this analysis because it was felt that these cyclists were most likely to be representative of the bicyclists at highest risk of head injury in the community. When the procedure was subsequently applied to our other groups, a similar trend was observed. In other words, our analyses suggest that hard-shell helmets such as the Bell Tourlite, Guardian, Stackhat and MSR, offer much better protection in crashes than do hairnet or "poor" hard-shell helmets (e.g. Brancale, C&D). These results agree well with previously reported laboratory studies concerning the relative merits of different helmet designs.

The importance of our findings rests mainly on the fact that we studied the performance of helmets in reducing head injury in real life crashes, by directly comparing helmeted and unhelmeted bicyclists. In doing this we made allowance for other factors that could influence head-injury severity (e.g. age, sex,

and crash violence). Until now we have had to rely on laboratory testing for helmet evaluation and such tests are of questionable relevance to real world crashes. This is largely due to the failure of these methods to account for rotational acceleration and shearing forces on the brain which are both thought to be important mechanisms of brain injury.

Another unique feature of our study is that the method we used for scaling head-injury severity enabled us to make an estimate of the mortality reduction potential of helmets despite the absence of any fatal cases in our sample. Thus we can infer that, given a head impact of specified severity, unhelmeted bicyclists have about 19 times the risk of dying from head injury as do bicyclists who use a "good" hard helmet.

Overall, our results show that helmets do reduce the severity of head injury suffered by bicyclists in real crashes. We therefore believe that this study supports moves already under way to increase the use of protective helmets by cyclists.

Dr. Margaret Dorsch
Research Officer
NH&MRC Road Accident Research Unit
University of Adelaide.

State Bicycle Committee

DUAL USE PATHS

Comments by your Association were incorporated in amendments to be considered by Road Traffic Board.

CORPORATE PLAN

Draft being prepared.

HELMETS

The Committee believes that the sale of helmets not approved by the S.A.A. should not be banned under the Trades Practices Act, as this would prohibit the sale of several helmets of good design.

EDUCATION

Draft of "Curriculum Guide" shortly available.

ADELAIDE BIKEPLAN

Western Region Engineering Program. All priority 1 projects have been investigated and some deficiencies discovered.

Fun

HEART FUND CYCLE-A-THON

HAVE FUN. KEEP FIT. HELP OTHERS.

The annual Heart Fund Cycle-A-Thon gives you the opportunity to do all three. This year, the Cycle-A-Thon is to be held on the 21st October, and involves a City Parklands circuit. The Official opening is at 10.00 a.m., but if you want to get in a few early circuits start any time after 8.00 a.m. Sponsorship forms will be available late August/early September from:

- National Heart Fund, 155 Hutt Street, Adelaide
- Most Bike Shops
- Channel Seven
- Qantas
- Cyclist Protection Association (Friday evenings)

Start collecting your sponsors now.

S.A.F.M. BIKE HIKE

If you were one of thousands to enjoy the Bike Hike last year, this year's should be better than ever. Last September, the event went on a success, despite threatening weather. This year, the Bike Hike will be held in early October in a hope for finer weather. Stay tuned to Radio S.A.F.M. for final details on time, place and date.

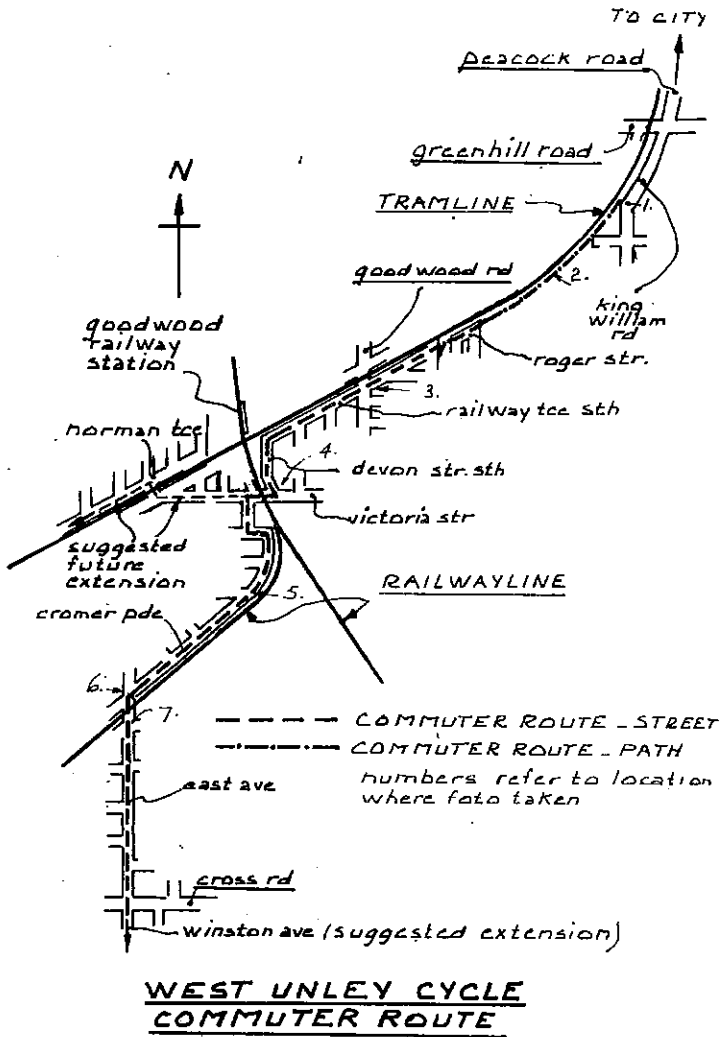
Planning

WEST UNLEY COMMUTER CYCLE ROUTE

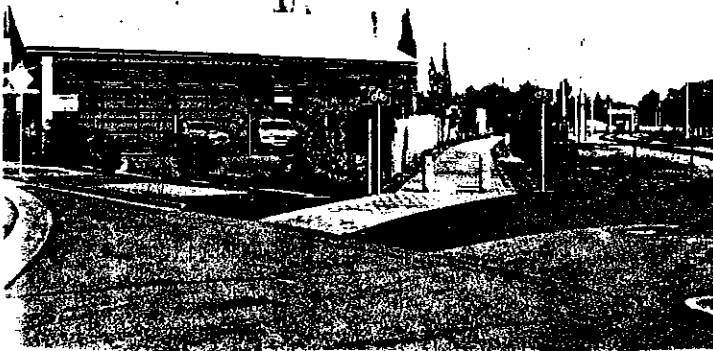
The City of Unley has taken an important initiative in providing this continuous cycle route to and from Adelaide.

It consists of bike paths, signed streets and bike parking lanes. It is an alternative to South and Goodwood Roads, both of which are not suitable for less experienced cyclists.

This is an excellent example of bike arterial planning and ought to set an example for other councils. Congratulations City of Unley.



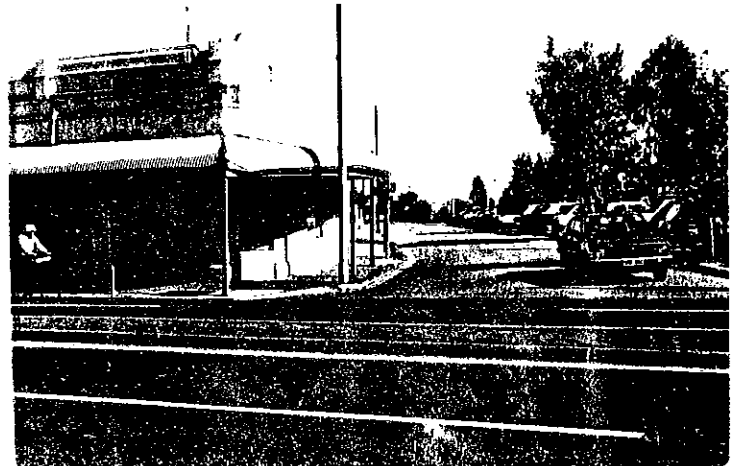
**WEST UNLEY CYCLE
COMMUTER ROUTE**



1. Entrance from King William Road. Access is likely to be improved with upgrading of King William Road.



2. Path along tramline.



3. Crossing of Goodwood Road, access through median yet to be resolved by Highways Department.



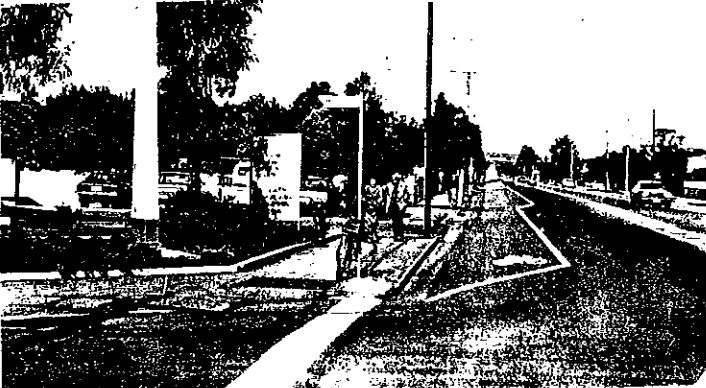
4. Typical directional signs.



5. Scenery along quiet Cromer Parade.



6. Exclusive cyclist only right-hand turn and cut out through median to give access from East Avenue into Cromer Parade.



7. Bike-parking lane in East Avenue. Note bicycle logo.

GUIDELINES FOR "DUAL USE" by Chris Reynolds

The Government, acting through its authority the Road Traffic Board, has recently devised guidelines for the creation of "dual use" cyclist and pedestrian paths.

Many members will recall that as it is illegal to cycle on the footpath, this issue is a longstanding one and was discussed in depth at a public seminar held by the State Bicycle Committee in late 1981. Although these guidelines have made major steps toward bringing dual use into being, there are significant obstacles still to be overcome. The Road Traffic Act will need to be amended and the locations at which dual use should be permitted will also need to be determined by the State Bicycle Committee.

The guidelines define a dual use path as "a designated path or footpath, or section of path or footpath on which cyclists will be permitted to share use with pedestrians". These paths will be designated by a sign at either end and along their length as necessary. Their designation will be considered in cases of recognised need, and will only be considered:

- "(1) to provide bike way continuity along a high speed or heavily trafficked roadway having inadequate space for cyclists, where pedestrian use is light and long distances are uninterrupted by driveways and intersections.
- (2) at squeeze points, e.g. narrow bridges, where the road pavement suddenly narrows forcing the cyclist into the traffic stream, endangering him and causing interruptions to the traffic flow. Frequently at these locations, it is not feasible to widen the road or provide other alternatives such as bicycle lanes or bikeways.
- (3) near schools where pedestrian movement, although high, is usually tidal. Depending on local conditions, it may be safer to mix cyclists with pedestrians on suitable paths, thereby avoiding mixing cars, buses and bicycles on the adjacent roadway."

When dual use paths are designated, it is essential that they be satisfactory for cyclists and pedestrians to use together. Thus, the guidelines stress that they should be of sufficient width, be easily accessible from the roadway, be free of hazardous obstacles and be clean of rubble, broken glass and other litter which might deter cyclists from using them.

The Cyclist Protection Association generally supports the development of dual use paths and with a few reservations accepts the guidelines. One matter of concern however, is their suggestion that pedestrians should always have right of way on dual use paths. Whilst we do not quarrel with the concept of the faster mode of transport - in this case, the bicyclist - giving way to the slower, (a concept which would be of great value to cyclists if practiced on the road,) we would not want it to be assumed that a cyclist on a dual use path will always be liable in cases of accident. It would be preferable to establish specific traffic rules for dual use paths where this is considered desirable. For example, a cyclist could be required to dismount and wheel his/her machine in cases where it may be hazardous to pedestrians or other cyclists to ride.

We have made the Association's specific views known to the Road Traffic Board and have also indicated to them our general support for the proposal. In the meantime, if any of our readers have ideas on where dual use paths could be created, please ring me on 267 5528 A.H., or Hans Penning 263 4031 A.H

RECYCLE CYCLES

150 FULLARTON RD.
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THREE SPEED AND COASTER BRAKE HUBS

Touring

THE GREAT VICTORIAN BIKE RIDE, OR NED KELLY'S CYCLING TOUR

by Stephanie Denton

The Kelly Gang ranged through north-east Victoria on horse-back. There seems to be no evidence the Kelly's ever rode a bike, let alone to suggest that rather than wear an iron suit Ned Kelly actually rode an iron bike. Ned Kelly missed a great opportunity, for the countryside over which he reigned is superb cycling country.

The Great Victorian Bike Ride will give you the opportunity to enjoy what Ned Kelly didn't and find a little cycling gold on a picturesque route from Albury to Melbourne. Even though you won't see Ned Kelly's bicycle, you may see the cell in which he was kept at Beechworth and you will certainly see some beautiful Kelly countryside and historic gold mining areas.

The Great Victorian Bike Ride is a nine-day mass bike tour which is being organised in 1984 as part of the official programme for Victoria's 150th celebrations. The bike ride will give you the opportunity to join with other cyclists and explore a particularly historic part of Victoria during that State's Sesqui-centenary. The pace is leisurely with each day varying in length from 40 km. to 85 km., so there is plenty of time to enjoy the scenery, explore the towns, sample the produce of country bakeries and talk with fellow cyclists.

The ride starts at Albury on Saturday 1st December 1984 and free rail transport from Melbourne can be arranged if required. From Albury the ride will go through an ever-changing countryside and towns with early architecture which reflects the opulence and optimism of the gold rush as well as evidence of the fascinating Chinese heritage in joss houses and cemeteries. On the ride camping areas for your tent (plus some limited communal accommodation) will be arranged in small towns like Beechworth and Rushworth and larger ones like Shepparton, Bendigo and Ballarat before descending en masse to Melbourne on Sunday 9th December 1984.

The entry fee for the ride is \$75.00 (\$50.00 if you are under 15 years old). This fee includes:

- The Great Victorian Bike Ride Kit, consisting of identification, souvenir T-shirt, sew-on cloth badge, book of maps and information brochure.
- Free train from Melbourne to Albury.
- Free breakfast every morning.
- Forwarding of a limited amount of your own baggage and your tent to each night's camping spot.
- And full support by police and other back-up services along the route.

For further information and an official entry form, write with a stamped, self-addressed envelope to:-

The Great Victorian Bike Ride
10 Davies Street
EAST MALVERN VIC. 3145

NEW ODYSSEY FOR GREY POWER CYCLING TEAM

by Brian Francis
- from the News 2/7/84

Cyclists aged between 55 and 83 who last year had Canada agog by cycling across that country are heading for Australia.

More than 80 of them, with their bikes and camping equipment, will arrive in Cairns in August and cycle 16,480 km. to Adelaide.

Called the Cross Canada Cycle Tour Society, they will be led by executive director, Mr. A.W. (Bert) Robinson for what is being billed as "An Adventure of a Lifetime - Our Australian Odyssey."

Last year they earned the accolades of Canada's leaders when they cycled 6,400 km. across Canada, from British Columbia to Newfoundland.

Mr. Robinson, speaking from Vancouver, said the cyclists would leave Cairns on September 1 and come down the eastern seaboard to arrive in Adelaide about October 24.

The cross-country cycling by senior citizens is the brainchild of Mr. Robinson.

In Australia he will attempt to organise a similar group here for a trip to America and Canada in 1986.

The Canadian cyclists' health has been monitored by Canada's Simon Fraser University.

There have been reports of blood pressure tablets being thrown away, a quadruple by-pass condition being overcome and susceptibility to stroke disappearing in an elderly man.

The cyclists undergo a strictly-controlled training program and medical examinations before attempting long trips.

"We are all ready to go." said Mr. Robinson.

"We have our sunscreen for your intense sun.

"We are looking forward to meeting young people to exchange ideas and experience the myriad of cultural, professional and ethnic backgrounds."

After Australia, many of the cyclists will go on to New Zealand.

TWO ON A TANDEM by Chris Reynolds

Two of your committee members have just taken delivery of a new tandem bicycle - picked up at a Keswick railway station, unpacked and assembled on the platform and then, very shakily, ridden home.

As we make our first cautious outings, it is quite apparent that learning to ride a tandem is a fear that even experienced cyclists have to master (it's a bit like learning to ride again), but fortunately our experiences have yet to compare to the rigours of the author in the following extract (included in Jeannie Mackenzie's book 'Cycling').

"'Now boys', cried Father. 'We'll have a lesson in mounting!...' Father brought forward the smaller tandem, as proud of it as a cavalry officer of his horse...I took my position beside the rear saddle of the tandem, while Jack held the front handlebars. Father seized my right foot and my posterior, hoisted me into the saddle, explaining at the same time how I must push off on the right pedal, in time with Jack. After several repetitions of this exercise, we tried the process together, and to my terror I found myself in the saddle and the tandem rushing up the yard. Jack, not used to the length and weight behind him, wobbled and applied the brake. Whereupon I fell off and barked my shin on the rat-trap pedal. But again I dared not give in, and for the rest of the afternoon we went through the movements of mounting and dismounting until by tea-time the ritual was mastered and I felt some confidence, though by now Jack was bored and grumpy. Father, however, was jubilant. He patted us on our strained and aching backs, and promised us a real ride next day."

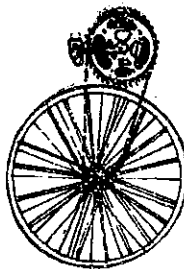
Richard Church, Over the Bridge, 1955

If any reader is thinking about buying a tandem, don't be put off, the advantages far outweigh the disadvantages and, although novices ourselves, if we can give you any advice, please ring either Stephanie or Chris on 267 5528.

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
telephone (08)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.
- *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
	if unemployed, student or pensioner	\$ 5.-per annum
Associate	an individual 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	organisations other than 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. insurance to its members and also to individual members of School Club and Organisational memberbodies. The policy covers accidental collision, fire, theft and third party cover up to \$ 200,000. The full policy is available on request. The renewal for all insurance is March 1st. The premium for the year ending 1/3/85 is \$ 12.- for every \$ 100.- of the value of the bike. The premium for new insurance is calculated on a monthly pro rata basis until March 1st 1985, part of a month being taken as a whole month; e.g. insurance taken out on 20th of August 1985 for a bike worth \$ 210.- requires a payment for the period until March 1st 1985, that is a period of 7 months out of 12. The premium thus required is $7/12 \times \$210/\$100 \times \$12.- = \14.70 . Insurance commences the day the completed form has been 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 logo on back and front. \$ 6.- posted	Fits men and women	Size code fits chest(cm)	14	16	18	20	22
			90	95	100	105	110

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

MEMBERSHIP

Name and address of member:	Phone Home Business	Amount	Circle which is applicable
.....	\$.....	new/renewal
.....Postcode.....			
Names of Associate Members:		\$.....	new/renewal
.....		\$.....	new/renewal

INSURANCE

Name and address of owner:.....			
If member of School Club or Organisational memberbody, state which.....			
Make.....Frame no.....Value \$.....			
Colour.....Signature.....Date.....		\$.....	new/renewal

T-SHIRT size....., please send to:.....
 \$.....

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

- I wish to join in the work of the following sub-committees (please circle)
- Engineering: planning of cycleways, physical improvements on roads.
 - Education : education of cyclists of all ages.
 - Enforcement: application of laws to cyclists.
 - Encouragement: promotional events and tours.
 - Equipment : investigation of equipment and advisory service.