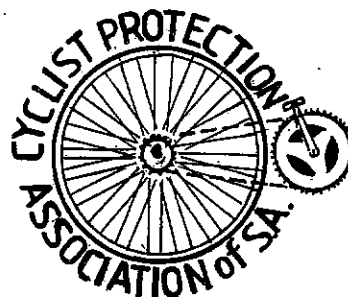


P E D A L

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Non-Motorised Transport Seminar

Cycling is enjoying a new found popularity throughout the world and in this respect Germany is no exception. This was the message which was recently made by a visiting group of German and Austrian planners on a recent visit to Adelaide.

At a seminar sponsored by the Department of Transport, Dr. Werner Brög and his colleagues provided data on bicycle use compared with other transport modes in West Germany. He indicated that there has been a distinct swing to cycling at the expense of motor vehicle use. As a response to this increase, the speakers also illustrated the changes in traffic control and management concentrating on the creation of urban zones within which traffic and streetscape are controlled in a manner best suited to the safe mixing of pedestrians, cyclists and motorists.

In terms of increased bicycle usage, Dr. Brög indicated that between 1976 and 1980, the use of bicycles as a percentage of all measured modes of transport increased 4.3% - from 13.4% to 17.7%. At the same time, the use of motor cars was reduced by 5.5% (33.8% to 28.5%).

Despite this increase, there is clearly room for greater bicycle usage, particularly given the fact that 33% of car trips were for distances of less than 3 km. - an easy distance to cover by bicycle. Notwithstanding the obvious value of cycle use as opposed to the undesirable consequences of a car dominated society - noise, pollution, the waste of space absorbed by the road system and the alienation to the elderly and other non car using groups isolated from this mode of transport, Dr. Brög contends that in Germany transport planners continue to develop a system dependent largely on private motorised transport. Where bicycle facilities have been provided, they often under estimated demand or were poorly planned. However, in one respect some considerable thought has gone into the development of suburban streetscapes designed to restrict the through flow of motor vehicles (thus stopping 'short cutting' through back streets), and adopting engineering techniques designed to slow down traffic and make streets safer for other road users - pedestrians, cyclists and residents themselves.

In any suburban area and Adelaide's are no exception, people living in and using back streets would benefit greatly from measures designed both to restrict the presence of motor vehicles largely to residents and visitors, and to reduce their speed. Development of these concepts based upon the European experience should occur. Within these areas, bike routes could be planned which will remove them from the relative danger of arterial roads.

One point made during the seminar which did surprise me however, was the very critical attitude held by Dr. Brög and his colleagues towards 10-speed bicycles - which they described as 'racing' bicycles - as proper vehicles for around town use and commuting.

Most bikes sold by retailers in South Australia would come within this description, although in fact very few would in any sense be suitable for competition racing. My own experience as a regular commuter on such a machine is that it causes no problems which might be reduced by adopting another type of bike. In particular, I find that downswept handlebars give the rider a variety of hand positions and in no way diminishes an ability to look ahead to observe traffic. A large variety of gears, whilst seldom used around the city is in no way a hindrance and is very necessary for any serious country riding. Toeclips are extremely good aids in improving pedalling efficiency and the straps are kept loose for city riding, a moderately experienced cyclist should find no difficulty with them. More particularly, the easy manoeuvrability of a lightweight 10-speed bicycle is of significant benefit in cities.

Whatever the relative merits of the 10-speed touring or commuting bicycle as opposed to the characteristic 'Dutch' single speed roadster with its thick tyres (and I would think the latter to be very heavy, sluggish to push along and quite impossible in the Adelaide Hills) the bicycle trade traditionally has not provided such a choice. Consequently the 10-speed tends to dominate the Australian adult cycling scene, with what seems to me to be no ill effects. However, I wonder if any readers have other views on this, my own experience seems to be confirmed by Roger Callem's experience in the August copy of Pedal (page 3).

Chris Reynolds

ANDERSON MISSES TOUR CHANCE

Australian born cycling superstar Philip Anderson, has failed this year to win the world's most prestigious bicycle race, the Tour de France.

All looked promising at the start for Anderson who finished last year's gruelling stage race in fifth position. His luck at the start of the race couldn't have looked better as rival and last year's winner Bernard Hinault could not join this year's race because of injury.

This year's Tour was run in the middle of the North European heat wave with temperatures well up in the thirties. By the sixth stage Anderson was beginning to feel the heat and began to fall back from the second over all position held earlier in the Tour.

With the gruelling Pyrenees looming up, Anderson fell further back and lost his number one position in the Peugeot team to Frenchman Pascal Simon.

Eventually Simon was forced to retire because of an injury sustained earlier in the race but by then it was too late for his Australian team mate to make up lost time.

Anderson finished down on last year's placing at ninth, better than his debut effort two years ago, but in a race such as the Tour, winning is the only position that matters.

- from Freewheeling, No. 21.



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	
LIBRARIAN	Ros Davidson	272 9095 H
PEDAL post	Leith Davidson	272 9095 H
	Stephanie Denton *	
LEGAL ADVISER	Chris Reynolds *	267 5528 H
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 Angas Street, Adelaide. Every member of the Association is welcome to attend. The dates for the next 3 meetings are:

..... October 19; November 16; December 21

PEDAL

- * Articles for the next issue to be in by the Management Committee meeting on November 16
- * 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

Funding for the Bikeplan has now been referred to the Treasury Department, which is also investigating current spending by all government departments on various aspects of cycling. It seems that we are in for a tough time and continued lobbying by your Association is more important now than ever before.

SHEPHERD'S HILL ROAD

Discussions were held with the Blackwood High School regarding improvement in the traffic situation. It was also reported in a certain issue that the majority of cyclists use the footpath rather than the cycle lane.

cont. p. 3

RECENT CORRESPONDENCE

SA-FM Bike Hike '83
Bikes on Trains
Parking in shopping centres and flats
West Unley Commuter Route
Shoulders on Highways
Australian Bureau of Statistics survey
Adelaide Bikeplan Western Engineering funding
W.A. Morbidity statistics
Earphones
National Heart Foundation Cyclethon
Bicycle Federation of Australia A.G.M.
Increase in postal charges
Bike Light Quiz
Adelaide Bikeplan
Cleated Shoes
Helmets
BMX Seminar

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.

C.P.A. SOCIAL BIKE RIDE

Explore quiet Adelaide streets, and enjoy parkland scenery by bike. After, meet other members of the C.P.A. at a picnic alongside the Torrens. So bring your friends, bring your family, pack a picnic and get your bike out of the shed and into the sunshine. The pace will be leisurely over an easy 25 - 35 kms. and the emphasis is to enjoy yourself. Meet at Victoria Square at the fountain on Sunday November 27th at 2.30 p.m.

CYCLING ORGANISATIONS

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

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.

State Bicycle Committee cont.

BIKE USE SURVEY

Mr. Heard reported that a submission has been made to the Australian Bureau of Statistics to include in its programme of works a Bicycle Usage and Safety Survey similar to that which was conducted in Western Australia during November in 1982.

BIKE COUNT

The Committee resolved that a bike count survey should be undertaken in Adelaide at an estimated cost of \$4,000. This cost will be funded from the Bicycle Fund.

MEETINGS

There is a move afoot to reduce the frequency of the meetings of the State Bicycle Committee. This should be resisted as there is much to be done including implementation of selected recommendations of the Adelaide Bikeplan, however defective this plan may be.

BIKEMAPS

The sale of the Bikemaps produced by the Adelaide Bikeplan has slowed down after the initial rush. It was decided to increase the number of sales points.

FLASHING ARMBANDS

Existing legislation could not prevent the use of these conspicuity aids but it would be preferred if the unit was non-flashing or if not, that one should be worn on each arm and that the units could be improved with reflectorising material. The distributor will be advised.

BRIGHTON COUNCIL

The Chairman advised members of the outcome of the meeting he attended on the 25th July 1983 with the Brighton Council and subsequent letter dated the 27th July 1983, advising that the Committee could no longer commit resources to the examination of bicycle facilities which could be provided along Brighton Road if Council did not support the proposal.

"YOUR BICYCLE CHOOSING AND USING"

This excellent publication by the Department of Consumer Affairs was recommended for wider distribution.

ENGINEERING GUIDELINES

The draft of the section dealing with on road facilities (line marking) is now being examined by the Road Traffic Board.

We hope that the deliberations will not take too long, and a positive approach will be adopted. Intersection treatments will be examined next by the engineering sub-committee.

BICYCLE FUND

Submissions for funding for the 1983/84 financial year were received from three rural and twelve suburban councils, including three for funding of paths along the River Torrens Linear Park.

It has been decided that the paths in the Torrens Linear Park will receive a 1/3 subsidy from the Fund instead of the usual 2/3.

The engineering sub-committee is evaluating the submissions.

BMX BIKES

Action will be taken to encourage these bikes to comply with acceptable road standards.

RESIDENTIAL STREET MANAGEMENT SEMINAR

It was reported that during the last eighteen months, a study into residential street management has been underway.

1. Reduction in the width of roads have been implemented to discourage through traffic movements, e.g. Angus Street, Wattle Street.

2. Engineering constraints, baffles, barriers, roundabouts etc. have been implemented in residential streets to slow down traffic, e.g. Unley Council area.
3. The majority of those attending the seminar understood the principals behind residential street management however, it was difficult to reach consensus on implementation.

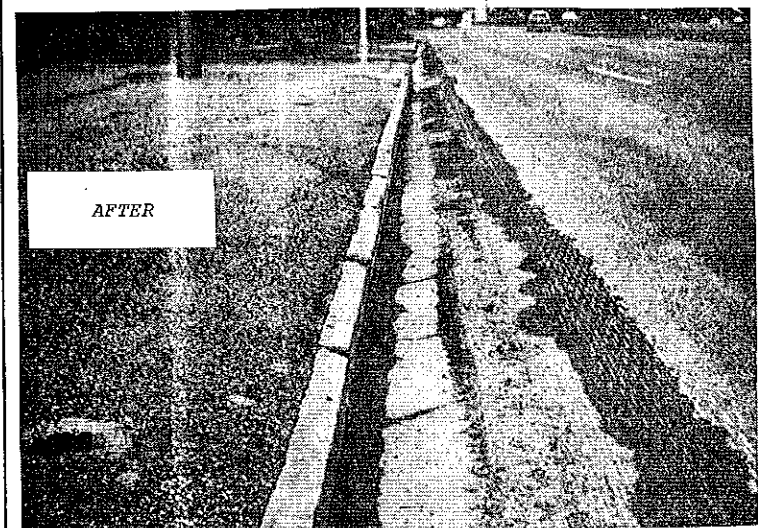
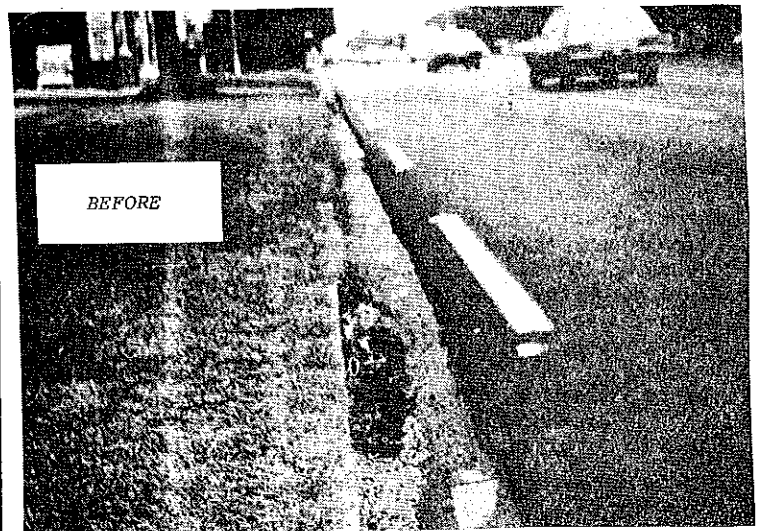
A perusal of the report shows that the solutions proposed to discourage through traffic do not always allow for the smooth passage of bicycle traffic. It is commendable to slow down motorised travel in residential streets, but any reduction of pavement width should not produce any squeeze points where the bike has to compete with cars.

HIGHWAYS DEPARTMENT ACTION TO AID CYCLIST SAFETY

Recently, the Highways Department resurfaced Anzac Highway between Keswick Bridge and South Road. This resulted in the creation of a ridge of up to 70 mm. above the adjoining watertable.

Subsequently this ridge was levelled off level with the watertable, thus removing a potentially dangerous situation for cyclists.

Photographs below show the result.



Techtalk

THE BACKSIDE AND BIKE SADDLE BATTLE

- by Jean Syme

WOMEN'S SADDLES

The uncomfortable conflict between the human backside and the bicycle saddle exists behind many cyclists. For the majority who cycle up to 10 or 20 km a day, most saddles are suitable. A little discomfort, over these short distances, does not warrant devoting a large percentage of 'bike dollars' to the saddle. One might suggest it would be better spent on visibility accessories. However, an uncomfortable saddle, hour after hour, on a touring trip is extremely annoying and puts a damper on the whole exercise.

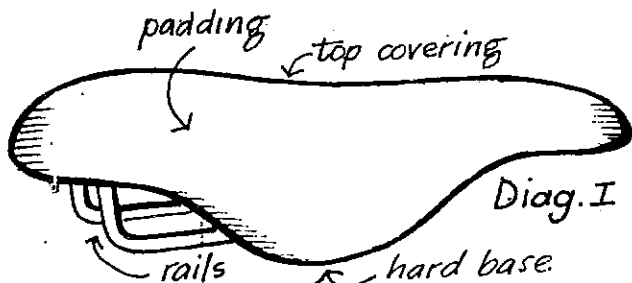
This discussion is concerned generally with saddles. Its primary subject is the touring saddle, with particular reference to the problems facing women cyclists.

Let us briefly talk about the bone of contention - the human backside - in relation to the bicycle saddle. The human being sits on two 'perch bones' (the ischial tuberosities) which are covered by muscle and padding. Joined by a pad of cartilage at the centre of the pubic area, these loops of bone form a small 'A' (the pubic arch), then swing back under the body like rockers. It is the lower edge of these rockers (the adductor magnus) that presses against the seat of any chair and with help from the tail bone (coccyx), supports the rest of the pelvis, spine and upper body.

Measurement of normal male skeletons shows a distance of seven to eight centimetres between the perch bone 'rockers'. For a saddle to give full support, it is recommended the saddle width be 5 cm greater than the distance between the perch bones. Most saddles available in Australia meet this standard for males.

Measurement of normal female skeletons shows a distance of up to 11 cm between the perch bones. With this measurement it would follow that a woman would find a male's saddle too narrow - that is to say, she would be left 'hanging'. The nose of the saddle would be forced up into the delicate genital region, while the perch bones, touching only lightly on the sloping flanks of the saddle, would have no support at all. Crushing of the genitals is a particular problem to women. A male's genitals are pushed forward and out of the way by the nose of the saddle, so that the pressure is against the perineum. A woman's genitals are in a fixed position, so they are crushed against the nose of the saddle. A seat which is too narrow would only worsen the problem.

Designers have come up with saddles especially for women but before we look at them, let's look at saddles in general. From the inside looking out, a saddle is made up of a set of rails, a hard base and a top covering. (Diagram 1)



The two categories of saddles are normal padded saddles and hide saddles. The variety of materials used in saddle structure and their associated problems are summarised in Table 1.

The situation for women cyclists is difficult. A distinction should be made between the cyclist who uses her cycle for short distances and the serious tourer. The former may well be satisfied with a relatively cheap padded saddle, spending money more effectively on safety and visibility accessories. The touring woman, however, needs a good seat. Having spent \$500 or more on her machine and equipment, it would be to her advantage to invest in the part she will spend most time on - her saddle.

What does a woman have in the way of choice? We saw before that a woman needs a wider saddle to support her wider pelvis. The mattress saddle is such a wide saddle. For short distances, this may be suitable. The width of the saddle reduces the freedom of leg movement and often results in chafing on long distance trips.

Padding may be used in non-hide saddles to soften the blow to perch bones. This is virtually pointless unless foam, rather than sponge is used. Sponge will flatten and become useless almost immediately.

One such foam-padded saddle is the 'Lady's Anatomic' available with a vinyl covering at about \$12 or leather or suede at about \$29. The five major city cycle stores in Sydney all quoted the Anatomic as their most popular saddle for women. One interested shopkeeper, who frequently asks women their opinion of these saddles, thinks most are quite happy, but says there are enough exceptions to suggest you might not like this model yourself. One reason for the Anatomic's popularity may be its price.

Other brands available below \$40 are the Avocet and the Brooks B17. The B17 was available in only one of the city stores. It requires a breaking period and needs extra care for its hide cover. Again, neither saddle will suit everyone. The Brooks' B72 will be available shortly. This saddle has been highly regarded for touring but has been unavailable in Australia for many years.

Available in the \$60 price bracket is the French 'Ideal 92'. It has the disadvantage of a wearing-in period of up to 800 km. But as one shopkeeper said, once it feels right, it only gets better while non-hide saddles only get worse.

The general comment on women's saddles was that it is a difficult subject. Women are the minority of the cycling world. Serious touring women occupy an extremely specialised niche within this minority. Retail stocking works on a supply/demand basis. Women's saddles are not in great demand, therefore, have a limited range and availability.

The situation seems not only peculiar to women but more particularly to women in Australia. Many brands which may suit you are available in Europe and America. In Australia, the demand does not warrant the cost of importing them.

So what can the Australian woman cyclist do in this situation? A suggestion was made in 'The Woman Seat' (Bicycling, November '78), by John Williams and Charlotte Vogt. The authors suggest that a hole cut in a strategic position in the saddle could relieve pressure on the genitals. Many women report, however, that such treatment does not generally make saddles better. Nor are snub-nosed saddles effective.

If you belong to a cycle group or know of people interested in experimenting with overseas brands, try ordering direct from the companies concerned. Check up on the number you can import before you are required to pay import duty.

Techtalk cont.

Mention your dissatisfaction to your local cycle shopkeeper. One shopkeeper remarked to me: 'Ninety percent of cyclists won't even look after the chain'. If you don't take an interest in your bike, you can hardly expect someone else to. Much of the 'woman saddle' problem can be blamed on such ignorance - how many people know about the difference between male and female perch bones?

Many women find wearing Lycra shorts with chamois inserts a relief. They are available for about \$30 upwards a pair. They solve the problem of clothing seams rubbing against vulnerable areas. If you're worried about shorts in winter, wear tights over the top until you have warmed up, then tie them behind the saddle.

Many a sore backside has been easily fixed by making simple adjustments to the rest of the bike. Do not centralise the 'bottom problem' on the saddle. Adjusting the seat to a higher or lower position or to a different angle may help. Lambswool seat covers are available for about \$15. These may cushion your seat but are a nuisance in wet weather unless you have wet weather gear for your bottom. Handlebars, such as the randonneur type, which rise slightly before dropping down, may serve to take some weight off the genitals.

Do not give up. Comfort is worth persistence. The increasing number of women cyclists will make retailers more aware.

- from PUSH ON -
August-September '83

Table 1

NORMAL PADDED SADDLE



TOP: 1 Vinyl - Smooth or quilted
2 Leather
3 Suede



PADDING:
1 Sponge
2 Foam



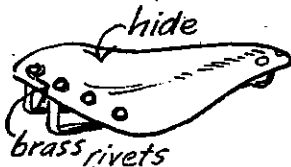
RAILS:
1 Steel
2 Alloy

Problems:

Vinyl covers can tear easily.

Although sponge can "bubble out" a seat, it provides little effective padding.

Alloy rails can break but are generally used only on racing saddles.



HIDE (LEATHER) SADDLE

Problems:

Poor quality fastenings on some designs can result in early failures. Large rivets are used on quality seats to avoid tearing and cracking of the leather.

Hide is not naturally soft and requires a threshold body weight to soften. This threshold may be as low as 57 kg.

Unless well treated leather can deteriorate by cracking as a result of exposure to sunlight or become misshapen in rain.

- from PUSH ON -
August-September '83

Dear Peter Mack,

I was reading your comments on Roger Callen's letter in the August "Pedal". Your opposition to cleated cycling shoes does seem to indicate that your perception of the problem is far greater than the problem itself. I always use cleated shoes and find it quite difficult to ride a bicycle without them mainly because of the very positive location of the foot on the pedal (with or without the strap being done up).

Have you ever used them?

Have you any evidence that cleats lead to leg injury?

From my observation of (many) bicycle accidents I have observed that worse injuries occur (especially bicycle imposed injuries) when the cyclist is separated from the bicycle either in frontal or side impacts. Having your hands or feet easily dislodged in an accident is not desirable and it is better that the bicycle take part of the energy and distortion than your body take it alone or your bike becomes entangled with your body. However, common sense and pride dictates that it is far better to have one strap loosened enough to be able to remove the foot in densely trafficked areas or approaching traffic lights. Practically all straps have efficient quick release mechanisms which enable the strap to be loosened with a mere touch.

Regards, Charles Coin
Technical Officer
(Newcastle Cycleways
Movement)

P.S. I also use Unica-Nitor plastic saddles!

Dear Sir,

I saw the comments about Halogen headlamps - I have an I.K.U. The bracket is perfectly reliable and does not wobble. The two prongs fit under the fork, the lamp being mounted at the rear of the brake assembly (I only found this out after cutting off the prongs from one). The first one I had blew out the first time I used it. I sent it back and the company gave me another. This has had no problems so far (6 months of use). It gives a broad beam illuminating the whole road, with an intense beam in the centre. The lighting is not as good as I have been led to expect, though, and apparently not as good as the Union, but more than adequate for my needs. I work mine from a bottom bracket generator, and do not operate a tail light from it.

Yours sincerely,

R.A. CALLEN

BIKE LIGHT QUIZ

Dear Cyclists,

Thank you to those cyclists who participated in our Bike Light Quiz. We have received over four hundred forms so far, which is a good response. A preliminary review of these forms shows that our respondents are super cyclists; travelling long distances, rain or shine, with well equipped bicycles. Nearly 96% have lights attached to their bikes, compared to 40% of average adults.

More interesting though is that 90% believe that battery tail lights are safer; 70% think that bikes should be clearly distinguishable from other vehicles; and 30% believe that flashing lights should be used for this function.

The full results will not be available till later in the year, but they promise to be beneficial.

Yours, James Taylor.
BICYCLE INSTITUTE OF VICTORIA

On Sunday 11th September cyclists took to the streets en masse to celebrate Radio Station SA-FM's third birthday. The early morning sky was grey and threatening and gusty winds seemed intent upon both blowing down the SA-FM banner, which was strung across the road, and discouraging any cyclists who might be considering venturing from their warm beds. The wind was only successful in achieving the first objective. By 9.30 the SA-FM banner had been moved to a less lofty position but the sun had begun to shine and clusters of bikes were gathering at Rymill Park.

Meanwhile the organisers were involved in final preparations. The first rider set out to fly around the 20 kilometre course with a broom strapped to his bike. It wasn't a witch hunt, although a magical job was done in hunting out broken glass and sweeping away debris. Some 70 signs were strategically placed along the route. SA-FM was obviously keen that all riders would find their way back to Rymill Park for the free concert, and volunteers from St. Johns Ambulance and Super Elliots, Rundle Street were in readiness to minister to injured riders or bicycles.



C.P.A. Stand at BIKE HIKE '83

As the Police closed off the road, cyclists and machines moved from the parklands to stretch the length of Bartels Road. Pennyfarthings, tandems, people in fancy dress and children in carry seats were among the 2,000 cyclists ready to start on the signal of the release of gas balloons. The balloons moved up freely. Although the start for cyclists towards the rear was somewhat more hesitating, this merely added to the feeling of comradeship with fellow cyclists. It was generally agreed that the ride was for fun, and what is the point of hurrying when one is enjoying oneself.

By the time cycles began to return to Rymill Park there were a range of tent displays to cater for those whose interests ranged from Pennyfarthings to Munch n' Crunch lunches. Our thanks to SA-FM for providing a tent to mount a C.P.A. display and promote the need for a unified approach in maintaining and establishing better and safer facilities for cyclists. Protection interests which seemed to be of particular interest were insurance and the need for comprehensive cover, the bike-train travel combination, locks, bike racks, helmets and those suitable for children as cyclists or pillion passengers.

All the riders seemed to enjoy the bike-hike and picnic, and it seemed it was a good opportunity to dust down bikes that may have been idle over winter. Hope you join in future bike events or get involved in organising C.P.A. displays.

Stephanie Denton



BIKE HIKE '83

Touring

DAY TOURS AROUND ADELAIDE - TOUR NO. 1

The hours of daylight are increasing, the days are becoming warm and sunny and the countryside is lush and green. What better way to take advantage of all this than from a bicycle? There are many enjoyable cycling trips around Adelaide and spring is a good time to share a few of your favourite day trips with other members of the C.P.A. Send details of the route and favoured stopping points to the Editor of Pedal. In the meantime, enjoy a Devonshire tea or carrot cake on Tour No. 1 in the Adelaide Hills. On any tour it is of course useful to have a map or street directory with you, just in case you miss a vital turn-off.

On Tour No. 1, avoid the climb and the traffic by heading down the ramp of Adelaide railway station and catching a train to Aldgate. There is a 9.15 a.m. on Saturdays, but unfortunately, no trains available until the afternoon on Sundays.

Aldgate Railway Station - to Aldgate - Aldgate Valley Road until T-junction with Strathalbyn Road - turn right and into Mylor - at Mylor Oval turn right into Cross Street - which soon becomes Leslie Creek Road and a steady climb to the T-junction with Longwood Road.

After the hill, you will probably be tempted by the promise of refreshing apricot drinks, wholemeal scones or spinach pie. The Carabas Tea Garden and Gallery is on Longwood Road immediately you turn right from Leslie Creek Road. On a sunny day, sit outside in big cane chairs with a pot of tea. Much later emerge and -

Turn right down Longwood Road - to Heathfield - past the High School, turn left down Heather Road - turn left at T-junction with Sturt Valley Road - turn right at Wychwood Grove (it is the third turn on the right) - travel through to Upper Sturt Road and turn left - after a very short distance turn right into the Eastern Lodge entrance of Belair Recreation Park. Explore the Park or cycle straight down to the Kiosk for an ice-cream. From the Kiosk take Gooch Road, then Sir Edwin Avenue to the northern exit. At the exit there is the happy option of catching a train from Belair Station or, if the traffic doesn't intimidate you, it is all down hill back to Adelaide, via Sheoak Road, Belair Road and Unley Road.

Remember to make a note in your Diary of the C.P.A. Social Bike Tour on Sunday November 27th at 2.30 p.m. Meet at Victoria Square near the fountain. Don't forget that you can always place your bike on an S.T.A. train to reach Adelaide.

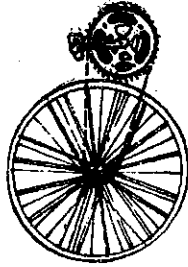
THE CYCLIST PROTECTION ASSOCIATION OF S.A. INC.
believes:

- *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

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 men and women	Size code	14	16	18	20	22	24
		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

	\$.....	cheque/cash/
TOTAL	\$.....	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.