PEDAL

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On the Road

LOSING OPPORTUNITIES

The Highways Department has promised in the past that when new arterial roads were constructed or reconstructed or roads were being resurfaced that the cyclists' interest would be incorporated in the design.

An important aspect of this design is that the available pavement width be divided among the lanes in such a way that a wide kerbside lane is created.

A wide kerbside lane in bicycle planning terminology is a lane of such a width that a bicycle and a car can fit comfortably side by side.

In this way, both modes of traffic can travel in their own path and at their own speed, without the car having to divert into the adjoining lane to overtake the bicycle. In this way, the vehicle carrying capacity of the road is not diminished.

A typical width of a wide kerbside lane is 3.6 - 4.0m. Indeed the Highways Department has provided wide kerbside lanes on recently constructed road, e.g. Sudholz Road, between Grand Junction and North East Roads; having a kerbside lane of 3.9m and inner lane of 3.3m. Typically, a similar road previously would have two lanes 3.6m wide.

Now for the bad news!

The Association was under the impression that similar lane width changes would occur when arterial roads are being resurfaced every few years. However, when checking some recently completed resurfacing projects: Anzac Highway between South Road and Marion Road and North East Road between Grand Junction Road and Reservoir Road it was found that lane widths were exactly as before resurfacing took place, although in both cases opportunities existed to provide a wide kerbside lane. On North East Road it was even found that the kerbside lane was the narrowest of the three lanes. Enquiries with the Highways Department revealed that although there is a procedure to ensure that newly designed roads incorporate cyclists' interests, no such mechanism exists for resurfacing projects; the original drawings are being used.

Although the Highways people are sympathetic, they have not found a way yet to improve their internal lines of communication with a view to incorporate cyclist oriented design in all resurfacing projects.

For example, the Adelaide Bikeplan recommends a bike parking lane on Anzac Highway, this would convert under clearway conditions in a wide kerbside lane. This could have been incorporated at no cost in the recent resurfacing project, but now we will have to wait for years before the opportunity arises again. In the meantime, until the Highways get its act together we must rely on 'ad hoc' measures and we need <u>your</u> co-operation. So if you spot an arterial road where a new surface is being laid over the old one, and as a consequence the lane marking will disappear for a few days, please ring me the <u>same</u> day (Speed is of the essence) on 227 4311 during the day, or 263 4031 at night, so I can take the matter up with the relevant people in the Highways Department.

Remember that if we lose opportunities such as these it may be years before they arise again.

We generally are not asking for spectacular projects like expensive cycle paths, but quite unobtrusive measures like wide kerbside lanes and similar traffic control measures. It is measures like these that will greatly improve the physical cycling environment at virtually no cost on the existing road system, and that is where most cycling occurs and will occur.

- Hans Penning,
Engineering Sub-committee

'DUAL USE' IN ENGLAND AND SOUTH AUSTRALIA

by Chris Reynolds

In South Australia, we are moving slowly towards the creation of a 'dual use' policy for cyclists and pedestrians. The question of 'dual use' was discussed thoroughly at a public seminar held nearly 2½ years ago, and more recently, the Highways Department has had the task of implementing the concept, taking into account the need to specify which footpaths are suitable for dual use.

Whilst this process slowly moves towards its completion, it is interesting to know that in England, legislation to permit dual use has recently been introduced into Parliament. Essentially, the Cycle Tracks Act will ban other vehicles such as small motor scooters from using or parking on Cycle Tracks. It will simplify the legal process which governs the conversion of footpaths to cycle tracks. It will also allow local councils to build barriers or such tracks, segregating the cyclists from pedestrians.

Amongst England's cycling population, the move seems to have been welcomed. Indeed, cyclists concerned with self preservation are regularly being fined for commuting on the lightly used footpaths that abound in the large London parks. However, English Transport Planners are more than aware of the dangers that the road system holds for cyclists. The latest figures indicate 9,700 reported cycle accidents, an increase of 11% and the highest figure for 14 years. A Government report in 1982 stated that "cyclists are exposed and vulnerable...in an ideal world we could solve many of these problems by giving cyclists their own tracks."

If a transport system were to be designed from scratch, it would be ideal to separate cyclists, motorists and pedestrians. In some cases this has been achieved - Stevenage in England is a notable success. To a lesser extent, there are local examples - such as Canberra - which have a network of sensibly designed bicycle tracks. In Adelaide - a city not well endowed with cycle ways - some progress has been made. The cycle track along the North East busway is a major example. Further progress should be encouraged wherever possible, but should be subject to the following guidelines:

- *The development of cycle tracks or the dual use of selected footpaths should not be at the expense of providing safer conditions for cyclists on roads. Indeed, the improvement of road conditions should be seen as the main priority for bicycle planners.*

Continued to page 3

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:
June 20, July 18, August 15

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.

RECENT CORRESPONDENCE DEALT WITH

Bike parking standards
Bicycle Federation of Australia meeting
Road Safety Seminar proceedings
Buckingham corner
Shoulders on roads

ENGINEERING SUB-COMMITTEE

The Committee had its first meeting and decided to:

1. Identify and design bike arterials south and east of the City.
2. Update the engineering section of the C.P.A. policy document.

More members are urged to participate, especially those living north and west of the City. For further information contact Hans Penning on 263 4031 at night.

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 - 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.

June 17 - Birdwood Mill Museum.

June 30 - Myponga, Kangarilla, Clarendon.

July 14 - One or two day - Gumeracha, Birdwood, Nuriootpa.

POTTER WITH PETER - Easy rides around Adelaide environs - about 40 km. Victoria Square 1.00 p.m. June 23; July 7, 21. Phone 223 6929.

HARDRIDERS - Designed to get you fit - Burnside Town Hall 8.00 a.m. June 24; July 8, 22; Eddy Naraniecki 79 4998.

CYCLING FOR PLEASURE GROUP INC.

For information ring 337 4214.

June 17 - Barossa Valley.

July 1 - Historic ride through Port Adelaide.

July 15 - Ice skating at Payneham.

July 29 - Breakfast at Hilton International, followed by tour of Unley.

August 12 - Orienteering ride from Glenelg.

THE CYCLISTS' ACCOMMODATION

Directory is a list of people who offer simple hospitality to touring cyclists. Anyone on the list can stay with anyone else on the list. Cyclists who use the Directory are asked to write or call in advance. They are urged not to drop in unannounced. To be included on the list, please send me your name, address, and phone number, with an indication of where you live, e.g. 7 k SE Melbourne GPO. Please enclose a stamped, self addressed 230x60 mm envelope for your copy of the Directory. The Directory is printed and distributed privately, and a $2 donation to defray costs would be appreciated. Send to:
Marjorie and John Barrett,
52 Alexandra Street,
East St. Kilda. Vic. 3183.
Phone: 527 8030.

Continued from page 1

- *The right of cyclists to use the roads should not be affected by the provision of 'off road' tracks.*
- *The maintenance of cycle tracks is most important, since bicycle tyres are very susecptible to thorns and litter such as broken glass. Also, if tracks deteriorate or begin to erode, cyclists will stop using them.*
- *Proper planning is essential. Tracks should link places cyclists actually want to go, and be established in order to serve a measured need. At the broad level of the whole metropolitan area, bicycle tracks should be seen as part of an overall bicycle transport policy (incorporating road and cycle ways), linking the city and other areas of high employment with suburbs, shopping centres and other major traffic generators with their catchment areas and schools and colleges with their surrounding regions.*

With these qualifications, the development of bicycle tracks and dual use - where appropriate and safe to pedestrians and cyclists - should be encouraged. The legal changes required to the Road Traffic Act are not substantial. Essentially all that is required is a modification to the general prohibition of bicycles on public paths, by allowing the proclamation of 'dual use' paths.

Once this is done such paths can be created and, together with bike tracks and existing roads can form the basis of a planned and safe network of bicycle routes throughout the city and suburban areas.

State Bicycle Committee

ADELAIDE BIKEPLAN

The Committee is investigating the engineering recommendations for the Western Metropolitan Region of the Adelaide Bikeplan with a view to their implementation. Councils in the area have mostly been lukewarm so far about the recommendations of the Adelaide Bikeplan.

The use of funds of the Commonwealth Employment Program to implement some of the works is being investigated concurrently.

BICYCLE FUND

The Commissioner of Highways has approved an amount of $205,000 Government contribution for the 1984/1985 financial period.

BIKEMAPS

Sales of which have all but stopped. The Department of Recreation and Sport will engage Leisure Concept to promote the sale of the maps.

COMMONWEALTH EMPLOYMENT PROGRAM

Several councils have obtained C.E.P. grant for the construction of bicycle facilities, subject to assessment by the State Bicycle Committee.

BICYCLE PLANNER NEEDED

A temporary (paid) bicycle planning and co-ordinating position may shortly become available for an unemployed person.

The person should be able to communicate with and motivate authorities and have been riding a bicycle regularly for a number of years.

A background in planning or engineering would be an advantage. For initial enquires ring Hans Penning on 263 4031 at night.

POLICE ROAD BLITZ

The Police have provided the Association with the results of the January 'blitz' it conducted against cyclists not obeying the road laws. During that period (9/1/84 - 27/1/84) over 1,100 cyclists were cautioned and 42 were reported for specific breaches of the Road Traffic Act. A breakdown of offences has indicated that:

33% of persons spoken to were riding bicycles at night without lights and/or reflectors.

25.5% were riding without due care (this also included instances of riding without hands).

14.0% disobeyed traffic lights

4.0% disobeyed 'Stop' signs.

It is disturbing to note that so many cyclists are prepared to risk their lives by behaving dangerously - particularly by not using lights. Being seen at night is the only way cyclists can protect themselves from being hit, and it is worth noting that during the time the blitz was being undertaken two cyclists were killed and forty-one were injured. How many more unreported accidents were there?

As cyclists, we all have first responsibility for doing whatever possible to protect our own safety. This means using lights and reflectors, wearing reflective clothing and keeping to the road rules. Only after we do this, can be argue with any legitimacy against road hazards, belligerent motorists and the like.

- Chris Reynolds,
Enforcement Sub-committee

BOOKS ON BIKES

Penguin books have recently released a new contribution to the library of cycling literature. This book - The Penguin Bicycle Handbook by Rob Van Der Plas - is another of the single volume publications which attempt to give a comprehensive treatment of the subject, - choosing a bike, maintenance, cycling technique and safety. Within the limits of that format it is well written and is a companion and perhaps even a replacement to the excellent Richards Bicycle Book which most readers will know as a long standing guide and manual.

Rob Van Der Plas manages to cram an extraordinary amount of detail and information into his 275 pages. As an avid reader of bicycle literature, I was pleased to note the clarity of his chapters devoted to repair. These are clearly and simply illustrated and lack the vagueness of many manuals which, at some critical point in a procedure - refitting a bottom bracket for example - are quite indifferent to the way a particular part ought to be fitted. In other respects the book excels. The tables and graphs at the back are a mine of information and explain some of the mystery associated with British/French/Italian thread sizes, spoke lengths and the other aspects of bicycle incompatability.

In some respects the book will provoke some controversy. For example, the author is critical of 'ankling' as an aid to fast and furious pedalling and also of the extreme praise heaped upon toe clips. He is also critical of official policy which seeks to separate bicycles from motor vehicles by the provision of special bike ways, claiming that this can cause unnecessary hazards for cyclists at intersections, junctions etc.

What more needs to be said? For a comprehensive guide and manual it is worth its reasonable price of $9.95. The book is both a beginners aid and of use to the more esoteric cyclist and repairer. Whilst lacking the distinctive and engaging style of Richards Bicycle Book it is a mine of information and even more informative.

- Chris Reynolds

LAID BACK CYCLING...IS IT SAFE?

- by Alan Parker

A few years ago, I rode a recumbent bicycle, designed by a Victorian inventor and found that it was a lot of fun until I took it out of the park and onto the main road in heavy traffic. In traffic, I could see far less and could not scan the road properly for potential dangers because my head was low down like that of a little child on a small bicycle or the driver of a small car.

The great merit of the conventional bicycle is the fact that the rider has a much better all-round view of the road - especially at intersections - than other road users. Motorists can and do see the cyclist very well in normal light conditions in daytime.

It may sound restrictive and be unthinkable for bicycle buffs but I see good reasons for prohibiting the use of 'recumbent bicycles' on public roads on the ground that they are ergonomically defective. This is because the user is unable to see other road users and other road users are less able to see the recumbent. At night time, if equipped with good lights, recumbents would be less at a disadvantage, being just as visible to the motorist. During the day the only way to make recumbents equally visible as a cyclist with a white or yellow helmet and ordinary clothing, would be for the recumbent to have a couple of vertical bicycle flags. That would overcome the problem of being seen, but there are also other factors to be taken into account.

Ergonomic Constraints: The ergonomic merits in traffic of the conventional bicycle, compared to exotic machines that put cyclists in the recumbent position to minimise aerodynamic drag, are as follows:

(1) Cyclists and other road users can see each other over the top of cars;
(2) Easy control at both high and low speeds:
(3) More efficient power generation on uphill sections (see table);
(4) Emergency acceleration available by standing on pedals;
(5) A wide range of emergency escape manoeuvres are possible to avoid collisions.

For normal city riding, the benefits of a reduction in aerodynamic drag are of no consequence, as shown by the table. The commuter streamliner is of the type shown in Figure 1. For practical purposes, such as commuting and shopping trips, streamlined recumbent bicycles are quite impractical. Apart from the problems of steering and visibility, the rider would cook under the transparent cover used on some totally enclosed designs. The streamliner's air intake at the level of a motor vehicle exhaust pipe would ensure the rider choked on carbon monoxide fumes in traffic. Taking all these factors into account, I feel there is a good case for banning the use of recumbent bicycles in traffic.

There are three important practical applications of aerodynamics for the cyclist:

(1) Use of a front fairing (Fig. 3);
(2) Better aerodynamic form of rear luggage carriers;
(3) Well designed bicycle clothing.

In addition, there is scope for combined integral designs of fairing, bicycle lights and a luggage compartment.

The use of recumbent bicycles, like the use of exotic materials for weight reduction on a vehicle which can carry a payload of up to ten times its own weight, is not important for ordinary cyclists. For most cyclists, weight control and cardio-vascular fitness are more important factors in improving their performance than super light weight components or reduced aerodynamic drag.

On tandem cycles, which usually travel a little faster, the fairing is of great benefit. In wet weather the other benefit of the fairing is to keep the thighs and groin area dry when only a waterproof jacket is worn. For long distance commuters, yellow or orange materials on the fairing would make cyclists more conspicuous to other road users. A slight disadvantage is the effect of side winds on the fairing.

The recumbent bicycle has many safety problems, when it comes to avoiding an accident in the first place. However, some people claim that if you do have an accident on a recumbent, you will come off feet first, thus being less likely to injure yourself. Providing that the accident does not involve a car, that may be true but if you come off in traffic, it may mean that you finish up under the wheels of the car, instead of being thrown over the bonnet. Which would you prefer?

- from PUSH ON
April-May 1984

CONVENTIONAL BIKE -V- COMMUTER STREAMLINER

Conventional Bike Speed km/h		10	15	20	25	30	35	40	45
Speed of Commuter Streamliner km/h	Level	9·5	16·3	23·7	31·1	38·7	45·6	52·8	60
	Up 3·7% Incline	8·7	13·5	18·9	24·7	31·0	37·6	Area Highe	of Speeds
	Up 10% Incline	8·5	13·0	17·6	22·7				

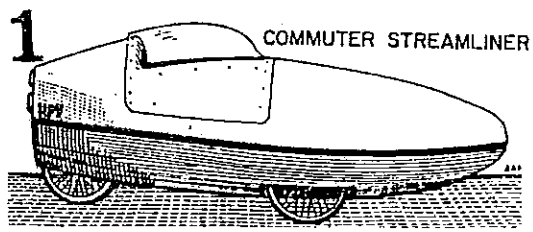


Fig. 1: Recumbent cycle with full fairing. 54% reduction in drag at 30 km/h. This unit has 21 speeds, disc brakes. Production model by Cydo Dynamics. Price $US 3,800. Has vertical array of strobe lights and indicators.

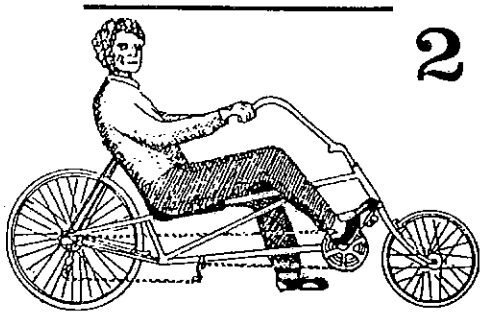


Fig. 2: Recumbent bicycle designed by Gardner Martin, gives 25% reduction in drag at 30 km/h. This unit is available to order. Do it yourself plans are also available. For more information, write to Easy Racers Inc. 2891 Freedom Blvd., Watsonville, Ca 95076, USA, enclosing $2 in International Reply Coupons (available from your post office).

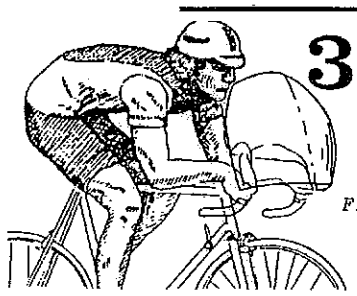


Fig. 3: The Zzipper fairing provides approximately 12% reduction in drag at 30 km/h.

THE HUMBLE BALL BEARING

- by Chris Reynolds

There is a marvellous simplicity and consistency about the inner workings of a bicycle which makes servicing and repairs a quite straightforward exercise. In essence, your average bicycle runs on a series of ball bearings which nestle securely between their particular cup and cones at strategic points throughout the machine. Expect to find them

- *in both hubs;*
- *in the bottom bracket;*
- *in both the pedals;*
- *in the freewheel;*
- *in the headset.*

That's at seven points, and collectively, these are the major moving parts (except perhaps the chain) that make your bicycle go. When you dismantle these parts, to actually get at the ball bearings, you will see that some bearings are larger than others and that one particular part takes more than another part. Also, some may be clipped into circular cages. If they are be grateful, but make sure you note very carefully the position of the cage so that it goes back the right way.

If they are to do their job, ball bearings must be well packed in grease (the bike shops sell a nice white variety that's fun to use) and either not pushed too tightly between the cup or cone or left too loosely. If they are too tight, things grind up and pedalling becomes difficult or even impossible. If too loose, everything becomes sloppy and your parts begin to wobble alarmingly.

As its proud owner, its your job to keep your bike's ball bearings well greased and with just the right play that will keep things running smoothly from one service to the next. The greasing part is easy, but checking for play (tightness and looseness) requires some practice. However, the basic principle is this:

- *The ball bearings sit in a circle between a fixed cup or cone (depending on where they are on the bike) and a corresponding moveable cup or cone. If the cup is fixed, the cone moves and vice versa.*

- *Take the hub as an example. In this case, the cup is fixed and the ball bearings sit in the cup, with the axle coming up the middle. The end of the axle is threaded and a cone is screwed down this thread until it just comes in contact with the bearings. Following the cone is a washer to hold things in place and finally a locking nut which holds everything tight once you have got the cone correctly adjusted.*
  (NOTE: You will need to make these adjustments with cone spanners, flat spanners which fit the small grooves in the cone, buy them as a pair and check the right size from your bike shop. I have found Sugino spanners to be very good).

- *In getting the right tension be prepared to have a number of attempts. Firstly, screw the cone down too tight - things will grind against each other. Then back it off until you can start to get a wobble in the axle - that's too loose, and the right position is therefore somewhere in between. That's where things move freely, but there is no discernable play in the axle. (Backed off a quarter turn from the cone just being too tight is quite a good rule of thumb). When the magic spot has been determined, you will need to use the lock nut to make sure that everything stays at just that position. You must now hold the cone very tightly with your spanner and resist the natural tendency of the lock nut to tighten it up against the ball bearings as you lock it. If this happens, try again - if it seems unavoidable, leave the cone slightly too loose and the lock nut may push it to just the right position. In any event, this part of the process is crucial because the cone must be tightly locked, yet run smoothly for thousands of kilometres - so be patient and be prepared to have a number of attempts before getting it just right.*

- *In the other parts, the process may be slightly different, in the bottom bracket or the headset the cup moves, and the cone is fixed, but the basic principle is similar - the bearings are set in grease on a fixed cup or around a fixed cone, and the corresponding cone or cup is screwed to the correct state of play and then locked in that position. Sometimes your lock nut or lock ring behaves perversely (in your bottom bracket it may even loosen the cup) so be prepared to keep trying - sooner or later you will get it just right!*

- *A word needs to be said about the ball bearings themselves. Firstly they are disposable and should be replaced from time to time. If water gets into your moving parts, it will probably wash away the grease and lead to minute pitting of the balls. In such a case you must replace them as soon as possible. Bicycle shops sell packets of ball bearings of various sizes that are suitable for your needs. Always use bearings from the same lot as there are minute differences between packets even though they are of the same size. Also, know the size you want - check carefully with the bike shop because your brand of component may not conform to the general sizes (set out below). When extracting the old bearings, count the number you have and make sure that the same number go back in.*

- *You may wonder how it is the bearings are able to patiently sit there waiting for you to finish the adjustments. - It's simple if you know the trick. Spread grease around the cup or cone and then dip each ball in more grease just before putting it in place. You will be surprised - it sits in position and can even be turned upside down without dislodging. You still have to be careful, however and sometimes balls do come adrift. This is a trial and error process and a steady hand helps. But if you watch the balls carefully, making sure none get dislodged as you tighten, there shouldn't be many problems and they will form a nice circle almost touching and run smoothly. If you discover any ominous 'clunks' or roughness in running, try again.*

FIG 1: EXPLODED VIEW OF HUB

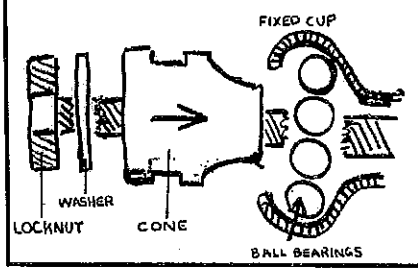
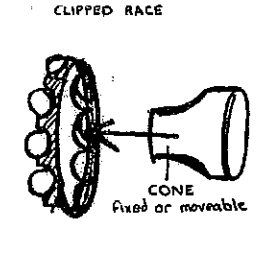


FIG 2: POSITION OF A CLIPPED RACE



You can also buy ball bearings in clips - these contain fewer balls, but seem to do the job almost as well (as a purist, I prefer not to use them). In these cases, setting is easy, but remember to put the clip so that the open face (i.e. the face where you can't see the clip, but only the balls and the outer retaining ring) rests against the cone - irrespective of whether the cone is fixed or moveable. In the case of a headset where the balls are many and very small, it would be easier to use a clip.

Techtalk Continued

In conclusion, the regreasing of bearings and if necessary, their replacement is a central part of bicycle maintenance. Also it is sometimes necessary on a tour as an emergency procedure. You should acquire the technique and it will save you both time and money. Most importantly, it will give you an insight into the inner workings of your bicycle and an appreciation of what a fine and simple machine it is.

Ball Bearing Sizes (for most makes)

Front Hub	*3/16 inch*	*4.8 mm. (approx.)*
Rear Hub	*1/4 inch*	*6.4 mm.*
Bottom Bracket	*1/4 inch*	*6.4 mm.*
Pedals	*5/32 inch*	*4.0 mm.*
Headset	*5/32 inch*	*4.0 mm.*
Freewheel	*1/8 inch*	*3.2 mm.*

A SPOKE IN ROAD PLANS

Any new road development which does not take cyclists' needs into account is to be challenged by the Cyclists' Association, the country's largest cycling organisation.

"This will involve registering statutory objections and appearing at public inquiries to defend the interests of cyclists," says the association in its "Manifesto '84" published today.

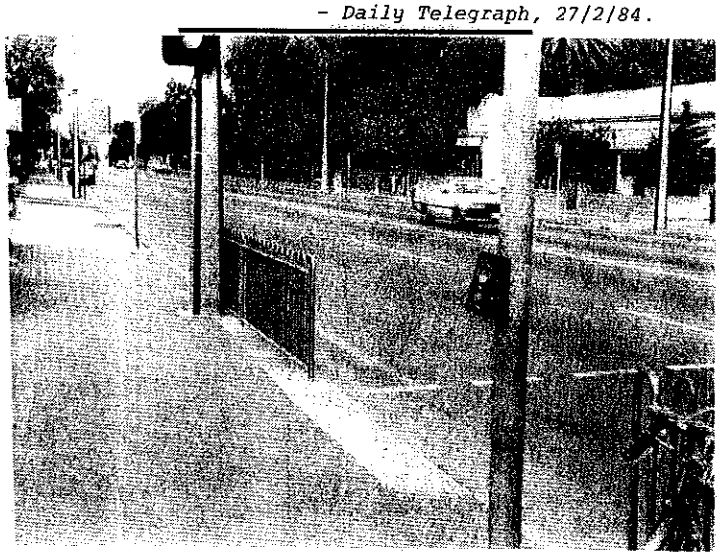
"Much of the blame for the dangerous traffic conditions of modern roads is placed fairly and squarely on the shoulders of national and local government."

The association intends to press the Government to change basic roads to make cycling safer.

Its plan of action, set out in BICYCLE TIMES, calls for more cycle lanes, more "sleeping policemen" in residential areas, and the redesign of roundabouts to slow motor vehicles.

"Such proposals would cost virtually nothing to implement and currently dangerous roads could be upgraded for very little more.

- Daily Telegraph, 27/2/84.



These fences erected on North Terrace, Hackney, the pedestrian crossing could well double as a bikestand.

********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.

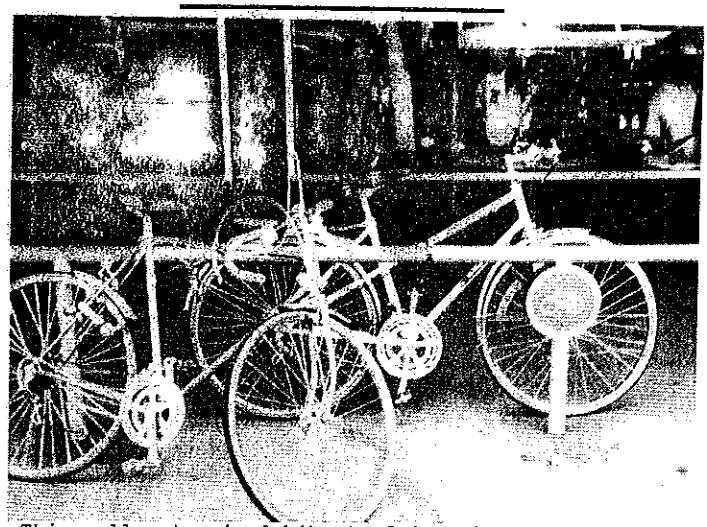
BY THE WAY

In Europe, cycle sport is taken very seriously indeed. Even so, it is surprising to hear of the lengths to which some people are prepared to go in order to affect the outcome of a race. For example, we heard that the French Champion Bernard Hinault was injured as a result of someone maliciously altering the height of his saddle when he wasn't looking.

As if that isn't bad enough, 'Bicycling' has recently reported a particularly dastardly act which occurred during the recent 'Tour of Italy'. It seems that the police uncovered a plot to nobble the champion Guiseppi Saronni. The culprit, a middle aged industrialist and 'avid cycling fan', had bribed a hotel waiter to put a powerful laxative into Saronni's food, the effects of which can only be imagined.

As it turned out, Saronni managed to win the Tour, and his would be 'assailant' was charged with instigation to commit a crime and bribery, which carries a one year gaol sentence. As 'Bicycling' observes if the latter gets out of prison in time for the next Tour, he might be able to make it to the last stage and see if he can't perfect his technique.

- Chris Reynolds

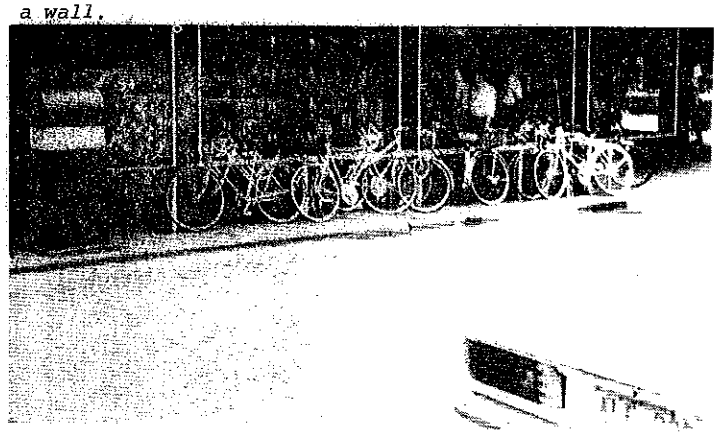


This well patronised bikestand in Pulteney Street at the end of Rundle Mall was designed by and recommended to the City of Adelaide by your Association.

It has many advantages -

1. *Fits all bike sizes.*
2. *No buckled wheels.*
3. *The whole frame and both wheels can be locked rather than the one wheel.*
4. *Because it occupies a long narrow strip it can be integrated with pedestrian traffic and used to guide it, e.g. at pedestrian crossing (see photo below).*

It basically consists of a horizontal rail 700 mm. above the ground and can be free standing or fixed to a wall.



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.

1/84

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 x $210/$100 x $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	Size code	14	16	18	20	22
men and women	fits chest(cm)	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 DONATION $..... 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.