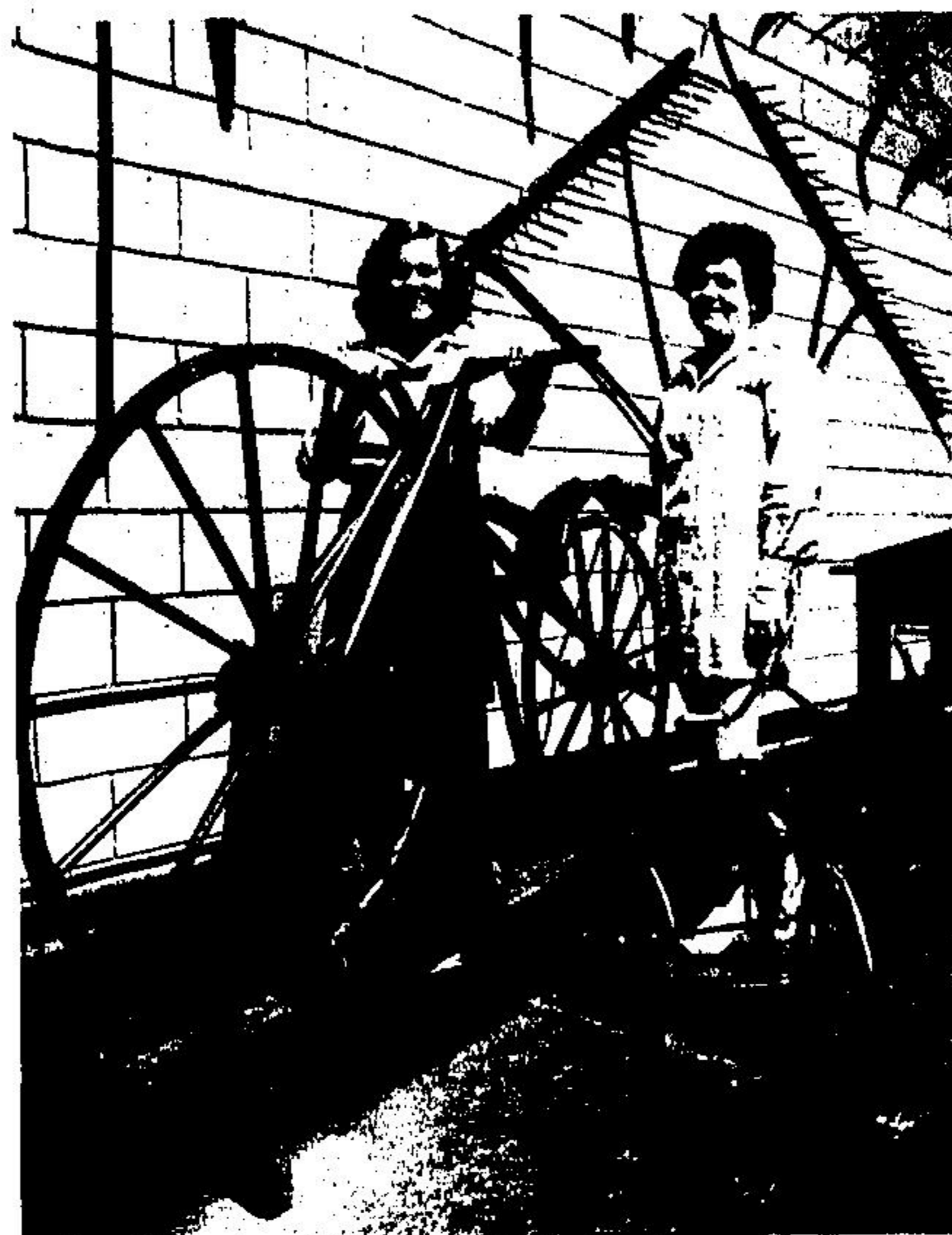


Big boom in biking



Tracy Smith and Jennifer Pepper try out a couple of oldies at Halton Museum. We've come a long way, baby.



Harold Gaddy of Binbrook rides his panny farthing (so named from the size of the wheels) in Steam-Era parades in Milton.

Fun but dangerous

The bike business is booming again.

In the last decade Canadians have rediscovered the bicycle as a means of attaining physical fitness — and bike sales have tripled. Canadians are enjoying the renaissance of cycling, not only as a sport but also as a means of transportation. Witness the recent TTC strike in Toronto—when thousands of ride-less workers went two-wheeling to work on shiny new bikes.

Biking is a pollution-free way to travel. It can also be fun, healthy, and best of all, cheap. But our auto-addicted society has built few bikeways so far and cyclists have to contend with car traffic to get where they're going.

The Canadian Automobile Association estimates there are over five million bikes in use on Canadian highways today. The figure includes about 2,800,000 adult bikes and 3,000,000 children's bikes. Sales in 1973 reached 1,100,000 and were expected to reach 1,500,000 in 1974. Prior to the bike boom that really started in 1971, average yearly bike sales in Canada were 400,000, so you can see how their popularity has increased.

Officials say exercise wasn't the only factor leading people to two-wheelers. The energy crisis, rising fuel prices and a

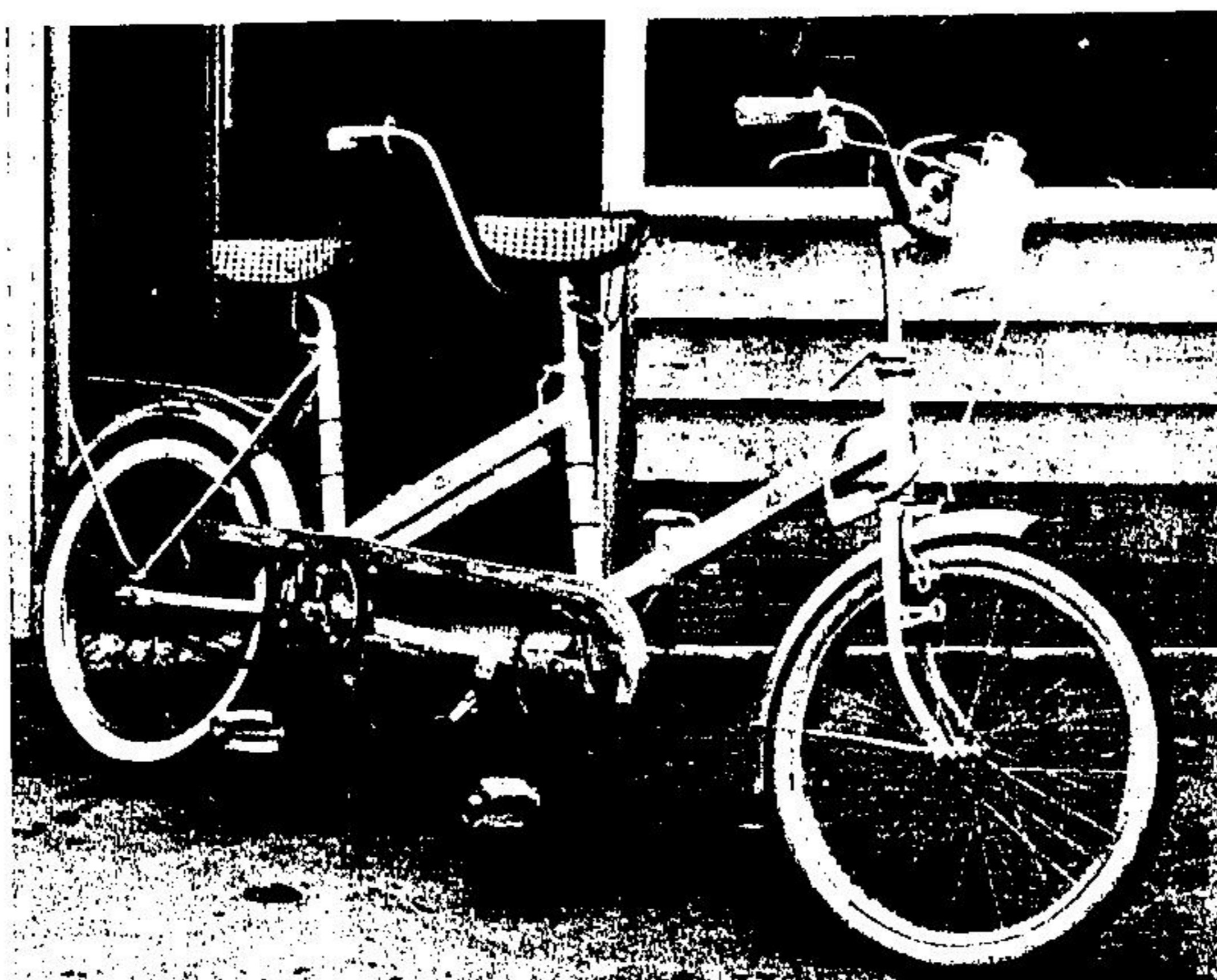
greater interest in ecology are also contributing factors.

Although the bicycle boom has many benefits, there has been one alarming adverse side effect. The highway death and injury rate has risen dramatically. In 1970, 10 died and 704 were injured in bike accidents. By 1972 the figure had risen to 23 deaths and 1,660 injuries. Last year a record was set at 28 deaths, 2,174 injuries and it appears the 1974 statistics will again break the record.

Bike riders are supposed to observe most of the regulations and signals meant for cars, but many don't. The most common violation is failure to obey stop signs. Most accidents happened because bikers didn't yield the right of way, used the wrong arm signals (or none at all) when they turned, rode on the wrong side, ignored stoplights or rode at night without proper lights.

A study of 600 accidents involving bikes indicated that a large number of the accidents resulted from riding double on bikes designed for one, performing stunts, losing control of braking, or hitting bumps and ruts.

So bikes are fun, but dangerous too. Have fun cycling, but do be careful.



Built for two and complete with water bottle, here's a sleek new model.



Young "swinger" is Scott Jeffrey Ewins of Georgetown, set to go on a child-size bike.