



BIKES FOR REFUGEES SCHEME

THE BICYCLE INSTITUTE OF SOUTH AUSTRALIA

GPO Box 792 Adelaide 5001

[address of organisation]

[date]

Dear Sir/Madam

These secondhand bikes, listed below, have been checked, test ridden on the road, and any necessary repairs and adjustments have been made. I believe them to be in good working order, and roadworthy.

- 1 27 x 1 ¼ in wheel, men's racer; silver ; no make; serial number M77 0619720
- 2 27 x 1 ¼ in wheel, men's racer, Repco Traveller, purple; serial number 68J
- 3 26 in wheel, men's Repco mountain bike; blue; serial number YR 21202756
- 4 26 in wheel, men's mountain bike, Cyclops Granite; blue serial no BB04I 87505
- 5 26 in wheel, men's mountain bike, Apollo Alpine, purple; serial No A 210836/L2951
- 6 26 in wheel, adult tricycle, custom built/Super Elliotts. White. Serial no C1412

I hope the bikes are useful, and we will be interested to hear how you go with them. If you have any further questions, or concerns about the bikes - please contact me any time

Regards,

Michael J Brisco

Volunteer co-ordinator, "Bikes for Refugees"

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INFORMATION LEAFLET ACCOMPANYING BIKES

Acceptance: When you receive the bike, please check it carefully, to make sure it meets your needs, and there has been no damage in transit.

Making sure the bike suits the rider: It is important, for comfortable and safe cycling, the bike is correct size. Frame size: riders should be able to stand astride the crossbar. Saddle height: when the pedals are at the lowest, legs should be almost straight, not bent at the knee.

First rides: Modern bikes are complicated machines. All riders should give themselves time, to learn how the bike handles, and to learn to operate its controls. Please take it easy in the first week.

Continued maintenance: Bikes, like all machines, develop faults over time. To ensure good performance, it's essential to check them regularly (ideally at the start of each ride) and keep them clean, and well maintained. Faults can develop while they are being ridden – if you suspect any, stop riding, and attend to them immediately. Please ensure regular maintenance, and prompt attention to possible problems. Adelaide has 60+ bike shops, which can service and repair bikes. Several organisations also offer courses where you can learn how to maintain your bike, e.g BikeSA, WEA. There is plenty of information on the web, including videos on Youtube, and step by step instructions.

Tyre pressure: the correct pressure for tyres, is written on the tyre wall. Keeping them at this pressure, means easier riding, and lower risk of punctures. For most adult bikes, it's 40-50 psi; childrens bikes, 30 psi. NB – you need a tyre gauge, or service station pump to check pressure and adjust it. Tyres that feel firm, may be only 20 psi; and standard hand pumps, usually cant reach the higher pressures.

Puncture sealant. Inner tubes contain “Slime”, a liquid puncture sealant, to reduce problem of punctures, help keep bikes rideable. Slime is a thick, harmless, green liquid, available from most bike shops and many supermarkets. Brief instructions follow; for more information, including MSDS, see www.slime.com

Puncture sealant sits inside the inner tube, many brands are available. It lasts for months/years, doesn't seem to go off, and doesn't seem to need replacing or topping up. If the inner tube is punctured, tyre pressure forces the sealant into the hole, and it plugs the hole. It stops the tyre from going flat. It helps make riding problem free, as most punctures are small, the sealant plugs them automatically, and you can often just keep riding.

Summary of instructions: If the tyre is punctured, it will lose some pressure – it may or may not go completely flat. Stop riding immediately. Check the outside of the tyre carefully for thorns, pieces of metal, etc that might cause the puncture– remove these. A small amount of sealant may come out of the tyre – this is expected, the liquid is harmless can be cleaned up with water. Raise the wheel off the ground, and spin it – this distributes sealant, to where the puncture is. Then pump the tyre up to its recommended pressure. Check, after a minute or so, whether the tyre holds its air ie stays firm. If it does not – spin the wheel again and re-inflate and re-check. If the tyre still loses air, spin the wheel, re-inflate, check a third time. If the tyre still goes down, the sealant isn't able to seal that puncture. You will need to replace the inner tube with a new one (it's difficult to patch tyres with slime in - the slime leaks out of the puncture, and the glue wont stick).

Slime is useful for sealing small punctures, on the road surface of the inner tube. It will not seal large punctures (e.g due to large pieces of glass). It will not seal punctures through the side wall or on the inner surface. We have used it for years at “Bikes for Refugees”; it helps keep cycling trouble free, and helps keep bikes on the road.

Further information : there is plenty of good information on the internet. We recommend riders look at it, as it can help make cycling safer, and more enjoyable.

www.bikesa.asn.au - BikeSA, Adelaide

www.bisa.asn.au - BISA, Adelaide

<http://www.sa.gov.au/subject/Transport,+travel+and+motoring/Cycling> - SA State government

<http://www.bv.com.au/> - Bicycle Victoria

<http://www.cyclingpromotion.com.au/> - cycling promotion fund

Bikes for Refugees scheme, Bicycle Institute of S Australia, PO Box 792 Adelaide 5001.

Written by MJ Brisco, 7 Sept 2011.