ARGUS Steiermark - Die Radlobby

What is RADLOBBY ARGUS?
ARGUS is a non-profit, non-party-political association with the goal of promoting unmotorised transport, especially cycling. Founded in 1979, ARGUS has become a recognized representative of the interests of everyday cyclists and is the largest single lobbying organization for utility and leisure cycling in Austria.

The regional branch ARGUS Steiermark was founded in 1998 as a legally autonomous association for Styria.

What does RADLOBBY ARGUS do?
We …
- campaign for better conditions for everyday cycling;
- have regular contacts and meetings with politicians;
- listen to your complaints and demands related to cycling;
- consult with traffic planners/engineers;
- give cyclists help and advice;
- do street projects and events;
- organize bike tours.

Where can you find RADLOBBY ARGUS?
Working meeting: every first Tuesday of the month, 7 p.m. at the FGM (Forschungsgesellschaft Mobilität), Schönaugasse 8a, Graz

ARGUS Stammtisch
On the other Tuesdays, we meet at the Mohrenwirt pub, Mariahilferstraße 16, Graz, from 7 p.m. onwards.

Our website
www.graz.radln.net
- Everyday cycling
- News
- Plus / minus
- Weather and roadworks information
- Cycling mediawatch
- Bike shops & service listings
- Bike culture and art
- Cycling history
- Links
- Upcoming events
- Forum
- Photo of the week

What does RADLOBBY ARGUS do for its members?
- Insurance (liability, legal costs, accident)
- Reduced rates for cycle theft insurance
- Reduced prices in the ARGUS shop (Vienna) and selected retailers
- Magazine Drothesel
- Contacts in the cycling community
- Information

Membership fees
- Ordinary member € 36,–
- Reduced rate for students, family members of full members € 24,–

Register at graz.radln.net write an e-mail to argus-stmk@gmx.at

RADLOBBY ARGUS street projects and events
- Bike lighting
- Shopping by bike
- Cycling for children

A project of
ARGUS Steiermark
DIE RADLOBBY
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graz.radln.net

In cooperation with
Co-sponsored by
ARGUS Steiermark
DIE RADLOBBY

Light up your bike!
Be safe, be seen!

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Be safe, be seen!

You can see where you’re going – but that doesn’t mean other people can see you! Cyclists without lights and reflectors are often hard to see at night. Sometimes they are nearly invisible for motorists – and that’s dangerous! Don’t put yourself in danger.

Dynamo:
The advantages are that you can’t forget to bring them and they are never empty. Good quality models don’t make the bike harder to push.

Types of dynamo

Sidewall/bottle: The classic dynamo that runs on the side of the tyre. Cheaper models cause quite a lot of resistance and noise and may not work in the rain. More expensive models work better.

Hub: Now standard on bikes from the middle price range upwards. Efficiency of up to 70%, very reliable even in bad weather (including snow), resistant to dirt and wet. Can be added to an existing bike by fitting a new wheel.

Headlamps

Halogen bulbs are now standard. Most models have a white reflector integrated into the lamp.

LED lights have an excellent light output and are in the process of taking over the market. However, they must be positioned carefully to light up the road without dazzling oncoming traffic.

Power sources

Batteries: Nowadays, rechargeable batteries are standard for bike lights. They are better for the environment than non-rechargeables – if you take care of them properly they will have a long life.

Dynamics: The advantages are that you can’t forget to bring them and they are never empty. Good quality models don’t make the bike harder to push.

Capacitors:
These are electronic devices that store energy. Often used inside dynamo lights to power the lights for a few minutes when you are stopped (standlight function).

Tip: Double-wiring dynamo systems (independent of the frame) improves reliability.

Rear lights

LEDs have now more or less completely replaced lightbulbs in rear bicycle lights. They are much brighter, more reliable and long-lived. The standlight function is most important for the rear light. It’s a good idea to make sure the light is protected from knocks – mount it under the rear carrier or use a protective cage.

Reflectors

The reflectors must be permanently mounted on the bike, even during daylight, including mountain bikes. The only exception is racing bikes (according to the special definition in the Austrian Rules of the Road: weight ≤ 12 kg, racing handlebar, rim diameter ≥630 mm and rim width ≤23 mm) during daylight with good visibility.

Your bike must have:

- Two yellow reflectors on each wheel, or eight reflector tubes on the spokes per wheel, or tyres with reflective sidewalls.
- A red reflector facing backwards with a reflector area of at least 20 cm², or a white reflector facing forwards with a reflector area of at least 20 cm²; this reflector may be integrated into the headlamp unit.
- A red reflector facing rearwards with a reflector area of at least 20 cm²; this reflector may be integrated into the rear light unit. This red reflector must be at least 6.5 cm² in area.
- Two yellow reflectors on each side of the trailer.
- A red reflector at the back (may be integrated into the headlamp)
- Reflectors can be either the classic hard plastic type or self-adhesive stickers.

Reflective clothing

Reflective jackets or vests and reflective strips on arms or legs are a big improvement in visibility.

Enjoy riding your bike safely!

ARGUS Steiermark – Die Roadlobby is the organization for everyday cyclists in Styria.

www.graz.radln.net
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From the Austrian Bicycle Ordinance (Fahrradverordnung), Austrian Federal Law Gazette, 6 April 2001 (excerpt) (unofficial and non-certified translation)

General

Section 1

1. Every bicycle that is brought into use must be equipped – unless the following regulations provide otherwise – with the following items:
   1. Two brakes which are functionally independent of each other, which are able to achieve a mean deceleration of 4 m/sec² on a dry road surface;
   2. A device to produce acoustic warning signals;
   3. A bright white headlamp, which must be rigidly attached to the bicycle, and which illuminates the road surface in front of the bicycle with a luminous intensity of at least 100 cd;
   4. A red rear light with a luminous intensity of at least 1 cd;
   5. A red rear reflector facing backwards with a reflector area of at least 20 cm²; this reflector may be integrated into the headlamp unit;
   6. A red reflector facing rearwards with a reflector area of at least 20 cm²; this reflector may be integrated into the rear light unit;
   7. Yellow reflectors on the pedals; these may be replaced by alternative devices with the same functional properties;
   8. Tyres having an unbroken ring of white or yellow reflective material on the sidewalls, or at least two double-sided yellow reflectors attached to each wheel, with a reflector area of at least 20 cm² each, or other reflective devices with equivalent functional properties to the aforementioned devices;
   9. (If the headlamp or rear light are operated using electrical power from a dynamo, the provisions of Section 1, Subsections 3 and 4 above shall apply in the sense that the minimum luminous intensities must be reached at velocities of 15 km/h and above.

2. In daylight under conditions of good visibility, bicycles may be used without the items of equipment specified in Section 1, Subsections 3 and 4 above.

Multi-track cycles

Section 2

The provisions of Section 1 apply equally to multi-track cycles, with the following additional requirements:

1. Two rear lights must be mounted on the vehicle, one on each side, positioned so that they indicate the width of the vehicle [to other road users], and at an equal height. Two rear reflectors must also be mounted in the same arrangement;

2. (....

Bicycle trailers

Section 5

1. Each bicycle trailer that is brought into use must be equipped with the following items of equipment:
   1. A lighting system independent from that of the bicycle drawing the trailer;
   2. A red rear light;
   3. A white reflector at the front and a red reflector at the rear; the red reflectors may be integrated into the rear light units;
   4. A yellow reflector on each side of the trailer;
   5. Trailers with an outside width of 60 cm or more must be equipped with two rear lights, two white reflectors and two red reflectors in positions that make the width of the trailer clearly visible to other road users.