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10 Freewheeling

MARCH 1981

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AUTHORS & CONTRIBUTIONS: Well researched articles (preferably accompanied by photos or graphics) are welcomed by the publisher. The text should be typed double-spaced and black and white photographs should be accompanied by captions. Touring articles should come with a clear map of the route described. These will be returned to authors after publication.

Letters for the reader's column *Write on* are also welcomed — typed if possible.

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Cover photograph: Bicycle tourer and Freewheeling photographic contributor Nigel Jenkins with the Pacific Ocean as a background taken during a survey ride to select the Pacific cycle trail route which appears in this issue. *Photograph this page:* A cyclist cooks breakfast on a camp stove at Bowraville camping ground. *Both photographs by Warren Salomon.*

Cover price is recommended price only. This magazine is registered for posting Category B.

FREEWHEELING 3

Write On

An Inspiration

Enclosed is my subscription fee. Whether I get to read the next magazine or not I'm uncertain. Macho idiot No 1 009 came within two centimetres of murdering me last Friday night, much to the delight of his passengers. All squealed with glee as I was run off the road. Great feeling. But I'm still alive and able to read the excellent article in *Freewheeling 5* by Neil Jones about a Nullarbor crossing. What a fantastic story! Neil's perception of bicycle touring and his ability to put car touring in its true place (down), was an inspiration to me. I hope to tour the Border Ranges this spring on my bicycle. Please keep up the good work.

Trevor Quested
Greystanes 2145

Pulling my leg?

This letter is in response to M. Foster's article, *Cycling Energetically* which appeared in *Freewheeling Eight*. In the book *Smallalternatives - A Personal Guide to Saving Energy and Money* by the Smallalternatives Working Group, they state that the direct energy used by cars (i.e. the chemical energy of petrol expended for transport) is 4.5 MJ/km or 4500kJ/km as opposed to Foster's figure of 500kJ/km. Is M. Foster trying to pull my leg or have I made a gross error? The figure quoted by *Smallalternatives* is from Nicholas Clark and Associates, Bureau of Transport Economics Occasion-

al Paper 4. Transport and Energy in Australia: Part 2 - Consumption Categories, Canberra, Australian Government Publishing Service 1975.

Smallalternatives also states "it takes a great deal of energy to manufacture a car - about the equivalent of the petrol used in 25000km of driving. Further energy is consumed manufacturing replacement parts and accessories. For every five litres of petrol used in the car, another litre is consumed in refining the fuel".

I eat less now than before I took up cycling. If the average 70kg male eats a 3MJ surplus, is it not better to cycle this away than to drive and have to take up a sport or exercise program?

Andy Poulos
Annandale 2038

Re Peter Signorini's criticisms (*Freewheeling 9*) of my article *Cycling Energetically* (*Freewheeling 8*):

1. Peter is wrong - I have not left out the major factor of the motorist's food intake, though I agree this is not very clear. Both the motorist and the cyclist require the same maintenance energy merely to survive (the 7MJ/day basal metabolic requirement noted in the article). The cyclist also requires energy to generate muscular work and it is this additional energy requirement which I calculated and related to primary energy use.

2. Peter is right - using the VW Golf as a

comparison is unfair to the bicycle and has no place in a "scientific analysis". The article was not intended to be rigorous but I hoped to demonstrate the surprising (to me) conclusion that the transport energy for cycling is an appreciable fraction of that used for motoring.

3. Since the article was written, the Shell Co of Australia held a mileage marathon in which petrol-engined vehicles carrying one person competed over a few kilometres at an average speed of 25km/h. The winner achieved an amazing 700km/l. Although it wasn't a practicable vehicle, this demonstrates that motor vehicles designed for bicycle speeds could achieve much better fuel efficiencies.

4. I would like to echo Peter Signorini's praise for *Freewheeling* - especially the well-researched and referenced articles by Wayne Kotzur.

Marcus Foster
West Brunswick 3055

Doggie tours please

Thanks for the helpful and interesting text of *Freewheeling*. At the tender age of 42 I'm reviving my old interest in cycling and enjoying every second on the pedals - even up the hills. Though I'm single, my attempts at touring have run into problems that must affect some family groups, and perhaps an article on those lines might help another frustrated cyclist somewhere. I may write one myself when time allows, but...

The lady in my life rides a 26" lady's frame, 3-speed Road King (Woolworths), while her son, 7, but built like a ten-year-old weight lifter, rides a Repco dragster type with coaster hub. The last member of the troupe is a 95 per cent border collie. She loves to trot along and hardly bothers chasing cats while we're touring.

Tours have to be selected for seven-year-old legs on a single-speed bike. Our biggest disappointment to date has been the number of scenic areas where dogs are not allowed. Cindy makes me feel like a louse when I leave her to guard the van while we go pedalling. Well, I'll keep an eye on *Freewheeling* when the postie delivers it, in hopes that someone has a few ideas for doggie tours. In the meantime I'll keep plotting my own and try to prepare an article for you on those lines, but please, just now and then slip a mention of suitability for doggie tours when reporting on areas suited to a day tour.

Nev Malone
Corrimal 2518

Detail from a mural on Bridge Cycles bicycle shop in Townsville. The mural painting was co-ordinated by Deep North Artz and over two weeks about 80 kids came in and worked on the wall.



Daisy, Daisy . . .

For some time now I have been battling to find suitable spares and parts for our basically 1938 Malvern Star tandem. It has proved an arduous task since very few of the local cycle shops know anything about tandems or are able to help with the specialised spare parts. As a direct result of these experiences, on November 30, 1980, six variegated tandems (2 Jack Taylors, 1 Le Jeune, 1 Malvern Star, 1 Peugeot and 1 Southern Cross) gathered in Melbourne to form The Tandem Club of Australia.

The members present (with another four absent) had come together as the result of the special needs and interests of tandem riders. The club hopes to aid the flow of technical advice and ideas, to locate spare parts and establish a small stock of the most common items, and to generally promote the image and interest in tandem cycling. We are certainly a rarefied group and it is not envisaged that members would forsake their present



cycling clubs — rather we would function as a self-help group running some special tandem rides throughout the year.

We would dearly like to hear from any other tandemists lurking in the backwoods of Australia, especially regarding the problems (or success) they have had obtaining spares. The club is open to any person interested in the club's objectives. A small committee has been formed,

including Chairman, Secretary, Technical Adviser, Treasurer and Overseas Liaison Officer in the person of Don Journet, who is the illustrious founding member of The Tandem Club (based in Great Britain) and who is now residing in Bacchus Marsh. Anyone who is interested in the club can contact me, Paul Farren, 71 Tivoli Road, South Yarra 3141. Ph: (03) 241 4453.



BELL. BIKER HELMET

Write On

Pollution

Nearly all of the 25,000 km of cycling that I have completed in the past four years has been in the congested and at times heavily polluted roadways of Melbourne and suburbs. While my love for cycling as a practical means of transport in urban areas has increased, so has my concern for lead poisoning. Some 1,200 tonnes of lead are deposited over Melbourne each year from car exhausts. The sad thing is that lead is so unnecessary. It has been either proven or well documented for concern that tetra-ethyl lead, the lead additive, is an accumulative poison in the human body. A slow destruction of mental and physical abilities, particularly in growing children is the result.

A woman who has accumulated lead from breathing city air over many years may pass on this lead to the foetus of her unborn child. The chances of this woman off the street,

having a lead count above that decreed by the National Health and Medical Research Council as being safe are rising each year. In *The Age* newspaper (2 Sept. 80) it was reported that "Sydney in particular, and also Melbourne, Brisbane, Perth and Adelaide have background lead levels higher than the National Health and Medical Research Council recommendations."

Lead is an unnecessary petrol additive. It has been used to raise the octane level of petrol. This can also be achieved by further refining of petrol. I am a cyclist. I would love to ban cars tomorrow, if I could, from urban areas. They have so many problems. I am also a realist. Cars will be here for a long time, if the pollution does not make us all zombies first.

The cyclist is the most vulnerable individual I know of, for car exhaust lead poisoning. You are in the middle of those cars, you are breathing very much more deeply than the pedestrian. Have you ever had a headache after city cycling? I have; was it the sun, or the carbon monoxide, or the

lead? I have little idea as to just how much lead is now in my body and brain. Until a certain level is reached there will be few reliable indicators of the damage done. A blood lead level gives only a reliable indication of recent lead intake. Lead is quickly moved from the blood to the bones, teeth and brain.

Cyclists must unite. Express your concern. Demonstrate against the continued use of lead in petrol. You have a greater right to clean air than most others can claim, for your bicycle does not pollute. Write letters to the local papers and to Parliament. Petitions can be obtained from me, if you live in Victoria (to be sent to the Victorian Parliament).

In this decade we face an ecological "Vietnam" and lead is an important battle which must be won. In this, the cyclists cannot afford to sit by and do nothing. Keep cycling,

Paul Kelsen

c/- Anthropology and Sociology Dept.
Monash University
Clayton 3168

TRANGIA

Made in Sweden from high quality materials, the Trangia stove is a complete cooking system suitable for indoor or outdoor use. Its unique design makes it ideal for outdoor use even in the worst weather conditions: it goes *faster* outside: all other existing stoves go slower.

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Packed For Travel

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(8⁵/₈")

Handle

Upper Windshield

Brass Burner

Lower Windshield

Large
Saucepan

Small
Saucepan

Frypan

Kettle

Being fueled by Methylated Spirits there is no need for priming — hence faster starting and minimal cleaning/maintenance. Meths on hands cleans them — unlike other fuels which are often unpleasant.

• Assembly is fast and simple. Wilderness travellers have no need to fear parts failures or the lack of spares. Trangia has almost no moving parts.

The Trangia cooking system is extremely stable. Because the main saucepans, or kettle, sit so low inside the stove, it is possible to move to different positions with little risk of spillage. It is impossible (almost) to kick over — great for youth groups!

• Being both lightweight and compact, the Trangia stove is a most practical choice for all outdoor recreational uses.

Note: There are four Trangia models, reference numbers 25, 25K (with kettle), 27 and 27K (with kettle).

Model 25K is illustrated.

Dimensions: Models 25 & 25K: 23 cm x 11 cm.

Models 27 & 27K: 19 cm x 10 cm.

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For further details, contact Dept. T.



tr 2

Tasmanian guide

Touring Tasmania? Get hold of *Cyclists' Touring Guide to Tasmania* — produced for cyclists by cyclists of Pedal Power Tasmania. This 64-page book covers most of the good cycling roads in the island state and has 31 maps with accompanying text to guide tourers. There are sections on weather, food, getting there and hazards. We will publish a full review as soon as possible. If you would like a copy of this excellent book before then, write to Pedal Power, 102 Bathurst Street, Hobart 7000 with \$3 to cover the book and postage.

Hunter riders

A new touring club has formed in NSW. It is the Hunter Valley Touring Cyclists which held its first rides in January. The club's policy is to promote bicycle touring/camping, social outings and to explore and map new bicycle trails. The newsletter carries details of rides past and future and not all of these are in the Hunter region, some cover much more distant ground. Dual membership has been arranged with the Bicycle Institute of NSW. For more information please contact —

Hunter Valley Touring Cyclists,
14 Carroll Ave
East Gosford 2250

Cyclists who are pedalling their way through Pakistan during 1981 are welcome to come and stay at my house for a few days of Western-style comfort and freedom from the hassles of Pakistani trucks (make Tasmanian log trucks look like skateboards). Let me know at the following address before you come and I'll send full details of how to get here

Sally Matthews
P.O. Box 3 Tarbela
Via Abbatobad
Hazara St.,
Pakistan.

Space for cyclists

I am a Queensland reader and rider who thinks your magazine is really great. I really hope that each reader would just share it with a friend and get them interested, so that the magazine doesn't fade into oblivion or bankruptcy, whatever might come first.

What I'd like to know is, do the road rules for pushbikes in NSW apply for Queensland? In particular, I was wondering about the 2.5 metres road space which a cyclist is entitled to. I guess I'd like information on pushbikes and the law in Queensland. Do you think you could help? Thanks very much, yours behind the bars,

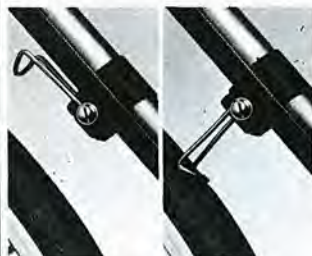
June C. Trapp
Taringa 4068

WHAT YOU GET OUT OF A BIKE DEPENDS ON WHAT GEAR IT'S IN.

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This kind of gear.

The kind of serious, diabolically functional cycling equipment that is rapidly making Rhode Gear USA the most exciting name on two wheels.



This is Rhode Gear. Flickstand™



This is Rhode Gear. Handlebar Hide™

Flickstand, for instance.

A fiendishly clever little device that lets you park your bike safe and secure, without fear of damaging falls.

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Another ingenious concept is our new Rhode Bottle.

Yes, it's a water bottle. No, it isn't just like every other water bottle.

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The Bicycle and the Bush

Forgotten history brought to life

A cyclist at a miners' camp near Greenbushes, in the south-west of Western Australia in about 1903.



by Jim Smith

The written source materials concerning the history of cycling in Australia are extremely scattered through obscure periodicals and forgotten books and diaries. It has needed a full-time researcher to locate this material and reconstruct our cycling history. Jim Fitzpatrick chose to study the history of bicycle use in rural Australia for his

PhD thesis and has given us a condensed version of this in *The Bicycle and the Bush*. In addition to studying previously printed material he has been able to interview many former bush cyclists who were contacted through newspaper advertisements.

The book is highly readable and contains fascinating information on every page. Some aspects which stood out for me were:

Firstly the amazing photos, the author has been most ingenious in locating this rare material. Next, the story of the bicycle on the Western Australian goldfields is very well told, including accounts of the Goldfields Bicycle Pad Protection League and the cycle express messenger companies. Thirdly there is the systematic account of the major transcontinental epics such as those of Birtles and Murif which I discussed in *Freewheeling Six* and

Eight respectively.

Fitzpatrick has described these and many other heroic rides and what is more, has worked out who was the first to do each crossing. Providing the historical framework for understanding the significance of these early odysseys has been a major pioneering effort in itself. It allows us to appreciate even more the courage and endurance of these stout-hearted fellows. Perhaps it would make some of the modern ten-speed cyclists who write to magazines about a pothole or a missing sign on a bicycle path somewhat ashamed.

It is interesting comment on the speed of development of the outback that 50 or so years after the first explorers crossed Australia, the pioneer cyclists were able to depend on a network of settlements for food. It appears also that the east to west (or vice versa) crossing of Australia through the centre has yet to be done by bicycle. It was only ten or so years ago that the Leyland brothers were the first to do the trip by car. Perhaps some commercial interest could offer a prize for the first person to do the crossing. This person would also be assured of a place in the history books.

I feel it would be a worthwhile publishing venture to reprint the entertaining books written by these cycling pioneers. Apart from spending days in the capital city research libraries, it is now virtually impossible to get hold of these books. Perhaps four or five copies a year of Birtles' *Lonely Lands* (1909) come up for sale at book dealers and the price is about \$70 each. No copy of Murif's *From Ocean to Ocean* (1897) appears to have been sold in the last ten years. Richardson's *Story of a Remarkable Ride* is one of the rarest books in Australia. Interestingly, Richardson offered copies of the book free of charge to readers of an early periodical. These three books could probably be reprinted in one volume which would sell for less than \$20.

The Bicycle and the Bush is essentially a story of adaptation. It shows how bicycle design, riding techniques and rural needs and challenges interacted. There are many examples of the ingenuity and no-nonsense attitudes of the early bush cyclists. Incidentally, the species is not quite extinct. A few years ago I met one gnarled old man with his life's possessions tied onto an incredible contraption of a bicycle with bits of string. He was riding between bush jobs out west.

Fitzgerald shows that in the heyday of its use, the bicycle was an integral part of the Australian landscape, so accepted in fact that it was easy to overlook. This integration of bicycle and rider into the social and physical environment is a complete contrast to the modern attitude that the bicycle should be insulated from



This prospector dashed from Coolgardie to Mt Ragged, near Israelite Bay, in late 1895 following the rumour of a gold find in the area. He was one of several bush cyclists who made the trip.

the rest of the environment by an exclusive system of bicycle paths.

The book contains many interesting comments on bicycle design. One improvement we can be thankful for is the freewheel. Fitzpatrick brings home several times the dreadful inconvenience of having a fixed wheel where the pedals had to rotate while the rear wheel was in motion. He also shows the peculiar relationship between the development of the freewheel and rear luggage racks. Many old timers remarked to Fitzgerald on the decline in quality of modern bicycle components. The author also shows that the use of the upright riding position is an adaptation to rough roads. Narrow dropped handlebars become a disadvantage on rough terrain.

Bush cyclists also preferred bicycles with only one gear even when multiple gearing systems became available. Fitzgerald provides some technical infor-

mation to justify the statement that "one gear sufficed".

Some minor criticisms of the book: Because most of the book is concerned with the 1890s, I feel it would have been useful for the author to provide some background information on the various social currents which were active at this time. Some readers will not be aware that this was an exciting and creative time for Australia in many areas besides cycling.

At times the process of condensing the thesis to book size has left some stories cut off too abruptly, leaving many questions unanswered. The cost is typical for a book of this size but regrettably the publishers have cut corners in the production. The binding is of poor quality and the paper has poor crease resistance and opacity. Better materials could have been used in a volume which will be a valued possession of all cycle tourers and readers of *Freewheeling*.

Bicycle Helmets

your guide to safety ...

by Bruce Robinson

All serious cyclists should wear a helmet and at this stage only Guardian, MSR and Bell helmets have been shown to offer adequate protection.

Three quarters of cyclists killed on the roads die from head injuries. This figure, quoted by the Australian Neurological Foundation in their efforts to reduce the epidemic of head injuries, is from a five-year Queensland study and similar results have been shown in United States surveys. In spite of these grim statistics most cyclists can think of a number of reasons why they don't wear a helmet. The psychology behind the wearing or not wearing of helmets has been covered in an article in *Bicycling* in July 1978. Most cyclists believe they won't have an accident involving their head or that if they do it will be somehow unavoidably ordained by fate. Those

wearing helmets feel they have some control over their destinies and know that by wearing a helmet they are significantly improving their chances of avoiding injury in an accident.

However even when convinced about the need for a helmet, the cyclist is faced with a bewildering and growing choice. The purpose of this article is to summarise the available data and to explain why only three brands can be recommended at this stage.

Designing an effective bicycle helmet is far from easy. In addition to the factors governing motorcycle helmet design, adequate ventilation, unimpeded hearing, moderate weight and low wind resistance have to be considered. There have been a number of solutions offered to cyclists over the years. The first was the leather and rubber hairnet-style racing "helmet". It was light, well ventilated and margin-

ally better protection than just growing your hair long. This anachronism from the 1920s may still be seen in racing circles but competition riders are slowly realising that technology offers many better ideas. In the past few years a number of hard-shell bicycle helmets have come onto the market. These fall into three main groups. They are firstly the close-fitting racing style helmets (e.g. C & D and Brancale), secondly ice-hockey and general purpose helmets (e.g. Cooper) and thirdly the serious high quality bicycle helmets (Guardian, MSR and Bell).

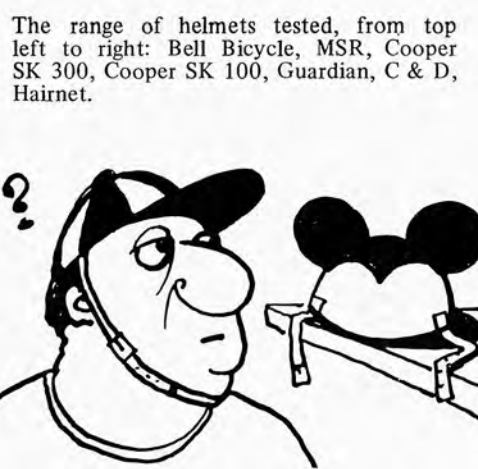
The reason for wearing a helmet is to avoid or minimise head injuries in the event of an accident, and the most serious injury results from your brains sloshing around if your head hits something hard and stops very suddenly. This is the reason that a high-quality impact-absorb-

COMPARISON OF PERFORMANCE OF HELMETS FROM T.A.R.U. & R.M.I.T. (*)

Helmet	Impact Energy Attenuation	Resistance to Abrasion	Resistance to Penetration	Retention System
M.S.R.	Good Pass	Pass	Pass	Pass
Guardian (*RMIT test)	Pass	Pass	Pass	Pass
Bell Bicycle	Good Pass	Pass	Fail	Pass
Cooper SK 600	Fail	Pass	Fail	Low Fail
Cooper SK 300	Fail	Pass	Fail	Low Fail
Cooper SK 100	Fail	Pass	Low Fail	Low Fail
C & D (Coonan & Denley)	Low Fail	Pass	Low Fail	Pass
"hairnet" style	Low Fail	Fail	Extreme Fail	Low Fail

Key: Good Pass — Exceeded 200% of requirement.
 Pass — Between 100% and 200% of requirement.
 Fail — Between 50% and 100% of requirement.
 Low Fail — Between 10% and 50% of requirement.
 Extreme Fail — Less than 10% of requirement.

* Note: Technisearch uses Pass or Fail only, there are no Good Passes, Low Fails or Extreme Fails in its Test Results.



The range of helmets tested, from top left to right: Bell Bicycle, MSR, Cooper SK 300, Cooper SK 100, Guardian, C & D, Hairnet.

ing lining is required in addition to a hard outer shell. The polystyrene foam (or similar) compresses on impact and allows your head to slow down gradually rather than stopping dead. The foam has to be hard to the touch otherwise it will compress too easily and not absorb enough impact energy. The hard shell is needed to avoid injuries from penetration and abrasion and to distribute the impact to a larger area of the lining and the skull. As well there has to be a mechanism for holding the helmet on your head if you chance to find yourself mixing it with the roadside furniture and parked cars.

It is not surprising that the first high-quality bicycle helmet released (Bell Biker) was made by a major motorcycle helmet manufacturer and was modelled to a large extent on proven motorcycle helmet designs. Bicycle helmets are considerably lighter than motorcycle helmets and hence offer significantly less protection and most have also adopted the "pudding basin" shape rather than the "open face" motorcycle style which offers the temples and the sides of the head more protection.

The N.S.W. Traffic Accident Research Unit (TARU), the most highly respected road safety research body in Australia has recently published results of tests to AS 2063 on a range of bicycle helmets. Similar data on the Guardian has been obtained from Technisearch, a wing of the Royal Melbourne Institute of Technology. The results are summarised in the table. Of those not tested but currently available in Australia, the Brancale resembles the C & D, but its performance cannot be assumed to be the same.

Until recently, cyclists around Australia had to rely on intuition and manufacturers' advertisements to evaluate different bicycle helmets. However there is now available data on helmets tested to AS 2063, the Australian standard for general purpose recreational helmets. This standard was designed to cover helmets for a range of sports including cycling so it has reasonable requirements for injury protection but has no specification for ventilation which is important for cyclists. As yet no helmet has been approved by the Australian Standards Association as meeting AS 2063, but official approval to obtain the AS 2063 sticker is a lengthy and expensive business initially involving the testing of four helmets in each batch of two hundred. This can reduce to four helmets tested per thousand when quality control is working well, but it has been estimated to add about 10 per cent to the price of the helmet.

A few demonstration models of Bell Prime bicycle helmets (pronounced "preem") have been in Australia for

almost a year and they promise to be available commercially this year. I know of no test data on the Prime, but as its construction is very similar to the Bell Biker, it should rate as well or better.

So on the available test data, MSR and Guardian have passed tests to AS 2063, Bell Biker passes except for a narrow fail on the penetration test, and the Bell Prime should be in the same ball park. The C & D and the Cooper range failed the impact absorption and penetration tests.

Ventilation and wind-noise are factors not covered in the laboratory tests, and as they are subjective, I can only offer opinions based on my own experience and that of a few friends. Wind-noise has proven hard to evaluate, but all four good helmets are relatively quiet. Ventilation seems more important to some people than others; perhaps it is individual physiology or length of hair and of course some people travel faster and hence produce more wind and heat. My rating is that the Bell Biker is best ventilated, with Guardian and Bell Prime next, and that MSR has good ventilation to the top of the head, but has a band of poor ventilation around the rim. The Bell Prime has an ingenious ventilation system which utilises channels in the foam lining to allow air to flow over the forehead, under the helmet and out the back rather

than through holes as do all the others. I have used the Prime in Perth's midsummer heat and it works well. It also avoids the need for holes in the shell and lining, possibly making it both stronger and cheaper to manufacture.

Comfort is another subjective feature which will vary with head size and shape. Guardian, MSR and Bell Biker all have padding which can be adjusted for different head sizes and shapes, but people whose heads are at the lower limits of the shell sizes will need lots of padding and have a very different feel from those who just fit a given size. The Bell Biker has two shell sizes, Guardian only one at the moment, and MSR has two shell sizes each with a thick and thin liner. The Bell Prime will probably come in six sizes with no variation in padding possible. Bell Biker and Guardian pads are interchangeable and I have found that pads considerably thicker than expected on head size measurements suit the Bell/Guardian design for me, but it is easy to experiment if you can get spare pads. The MSR not only offers the best range of sizes available in Australia, but can be readily modified to fit children down to eighteen months of age or even younger by using extra layers of sizing tape which can be progressively removed from the helmet as the child grows. The Bell Biker would need undesirably thick pads to fit small

children. Guardian offers an inner shell which takes the sizing pads and allows the helmet to fit children.

The MSR feels the most secure to the test panel as it has a band of padding running right round the head. The Bell Biker and Guardian support the helmet on spongy pads which, depending on pad thickness, can give a most insecure feel, even with the helmet done up tight. It feels like the helmets would tilt a long way sideways on a side impact. I do not think this sort of retention performance is covered by the Australian standard test. MSR and Bell agents offer a new helmet in exchange for one damaged in an accident and the story of the crash. This is a very good policy as it ensures that suspect helmets are replaced and that the success stories of helmet use are widely known.

Guardian and MSR should cost about \$40 if you look around with Bell usually significantly higher. I suggest you contact your local bicycle institute or action group to find out more about availability and prices as they will be keen to see you get a helmet without paying extortionate prices.

Choice between the four recommended helmets (Guardian, MSR, Bell Biker and Prime) is a matter for personal preference and availability. The MSR rates well on the tests and feels most secure, but may feel slightly hotter than the others. The Guardian is usually significantly cheaper than the Bell Biker and is otherwise very similar.

Once you've got a helmet —

1. Wear it all the time. You can't predict when you will have an accident.
2. Look after it. Sunlight and heat damage plastics, so keep it somewhere cool and dark when not in use. All helmets can be damaged by petrol, acetone, etc. and by the solvents in paints and stickers. 3M reflector tape is supplied with or on the helmets and is the only tape approved for personalising your helmet. Don't let your friends "test" your helmet by distorting the shell or denting the lining. It is designed for one impact only, so the dents and distortion will reduce its capacity to protect you.
3. If you are involved in an accident involving any stress for the helmet, replace it or have it checked by the agents.



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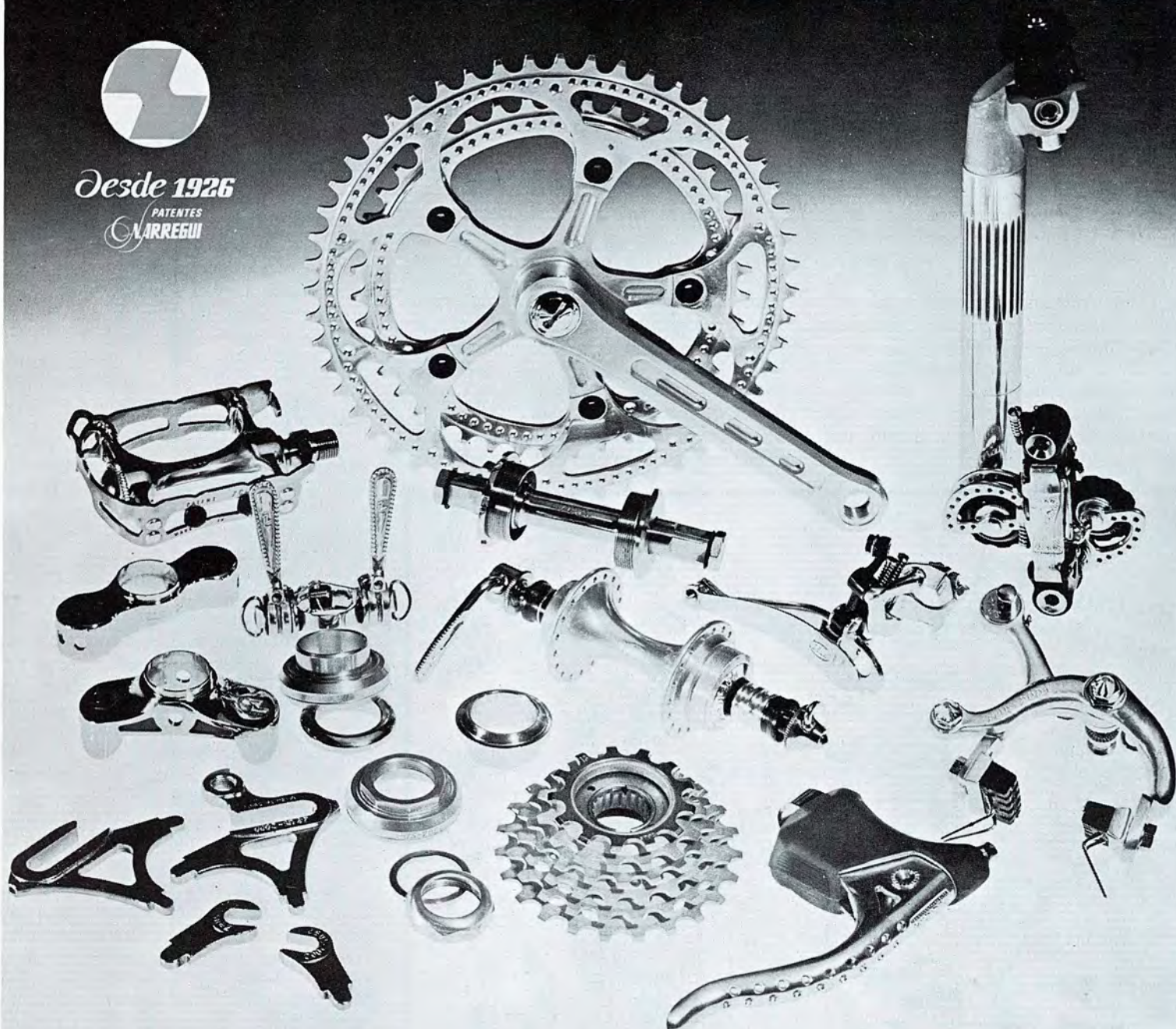
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Bicycle Planning: Most States still in low gear

by Warren Salomon.

As any regular commuter knows, feeling alone in a stream of heavy motor traffic is a desolate experience. For the most part bicycle riders in all the major cycling centres of Australia slog it out under that solitude. It's nice to at least feel that under these acute conditions someone "out there" loves you. It is certainly not the majority of motorists that conveniently ignore us as they do with any object smaller than their size. So who out there does love us?

In NSW for some time now we have been told that the Wran Labor Government does. Much has been said of the generous pledges of financial support but little interest and real commitment to the cyclists themselves has been made. The people committed to cycling in the long term, the local bicycle groups, have felt the government's lack of interest. Recently relations between the Bicycle Institute of NSW and the government reached their lowest point when the

Premier, Neville Wran, was asked by the Institute executive to get the Transport Minister and the BINSW patron, Peter Cox, talking with the state's largest bicycle group as previous attempts to have a meeting with him had failed.

In Newcastle, where the Traffic Authority's pilot bike plan study nears completion, cyclists fear that the political willpower will not be available to implement the findings.

At least within the bureaucracy someone perhaps likes us. In fact it's her job to like us. Diana Marks, a town planner by profession has just taken a one-year contract as a bicycle planner with the Traffic Authority. The position is the first of its kind in the state. Diana's appointment comes at a crucial time for the Newcastle bike plan. The plan is undergoing a review before the final documents are printed. Local cyclists who have invested huge amounts of their time and energy in an attempt to ensure the success of the plan are worried that the government will not fund it and implement its recommendations.

Funding for bicycle facilities is administered by the State Bicycle Advisory Committee. This is done within a budget granted by the state. Funding is on a dollar for dollar basis and for small-scale work involving local councils building mainly recreational facilities this is adequate. Projects like the Newcastle plan (approximately \$3 million plus) require a different commitment on the part of the state government. The Newcastle plan was set up partly to act as a pilot study for cycling projects in the rest of the state and particularly Sydney. To consider this project on the same basis as a council submission for 3km of bike path in a park is a good example of the confused approach in evidence at the moment.

As yet there is no official nexus between the State Bicycle Advisory Committee and the Newcastle bike plan and as long as this persists it means that decisions on major funding and implementation rest with the Cabinet, or that the Newcastle and Lake Macquarie councils will need to contribute a prohibitive amount. The Wran government should accept the challenge of the 80s and put its political weight behind the bike plan and begin work as soon as possible on a co-ordinated Sydney bike plan. Every year spent in inaction will mean that millions of dollars of extra imported and local oil will be used unnecessarily.

It might seem like a fanciful wish to consider the bicycle as an effective tool in the conservation of dwindling energy resources and the reduction of air pollution levels if it weren't for the efforts of others elsewhere.

In this country problems which are



reality in overseas countries are just that — problems overseas. We have an adequate oil supply — at least for the moment.

When you are a government minister you never have to be too concerned about how full your limousine tank is — your driver keeps it topped up from the plentiful supply of government fuel. In this way the politicians of this country are insulated from the facts of life for our society as we now know it. History could possibly describe present times as that final era of cheap fuel before the stuff became too expensive and too hard to come by to permit open and unrestricted use except in ministerial cars. In order to opt for a freer, less liquid fuel-dependent future, the governments of this country should be encouraging many people to take up cycling.

The way the Federal government can do this is to recognise the work done in Geelong, Melbourne and Newcastle and provide substantial support for these projects of importance to the national energy policy. The Federal and State governments should also allocate funds for future work of this kind. A \$5 million Sydney bike plan would be a sounder investment in future clean air and health than a million motor exhaust emission control units. It's time all governments stopped considering bicycle transportation as being a trendy idea and provided real support and direction.

Still the question stands: Who 'out there' loves us?

In Victoria it is the Geelong bike plan which loves cyclists. The plan has achieved a momentum of its own and has facilitated the three-stage progression which will eventually provide for Melbourne cyclists to ride safely.

The Western Australian government has released a preliminary bicycle action plan for Perth. It would be premature to say that the government there is embarking on a huge bike plan project, but the signs are at least encouraging for something to happen at last.

South Australia's Liberal government, ever alert to things which might help it to retain office is setting up its variation on the theme of a state bicycle committee. With Adelaide having perhaps the most compatible (cars and bicycles) road system of any large Australian city, it will be interesting to see what happens there in the next few years.

In Queensland the state is providing financial assistance to local government projects on a dollar for dollar basis. This method is politically expedient for it lets the government off the hook in initiating projects of any state-wide importance.

In coming issues of *Freewheeling* we will examine the activity mentioned above in more detail and look at the other areas.

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S.B.A.C. FEEDBACK!

At its recent meeting the attention of the State Bicycle Advisory Committee was drawn to an article concerning the committee in your No. 8 edition. It was thought that the committee should respond, in order that the misgivings expressed might be answered.

Taking first the composition of the committee, of the 11 public servants involved, five are regular pedal cyclists. Moreover, the Bicycle Institute of New South Wales is usually represented by two people and, as you noted in *Free-wheeling*, the Minister's nominee, a former champion cyclist, is in the bicycle retail business and therefore has close contact with cyclists generally. The two local government nominees on the committee were selected by the local government association because of their expertise in local government planning and engineering, not to be representatives of local government, per se.

The terms of reference of the committee are: To advise the government on all aspects of planning for the use of bicycles in New South Wales including safety, education law enforcement and technical advice on construction works;

also to co-ordinate the activities of all the authorities involved.

The government's view is that planning for pedal cyclists should remain a local government matter. The present machinery has therefore been established to assist local government towards providing facilities for cyclists. Briefly, when a local government authority develops a proposal for bicycle facilities and wishes to participate in the government's 50/50 funding arrangements, the proposal is first approved by council's local traffic committee then referred to the area Department of Main Roads office for examination of estimates, construction standards and so on. After these are considered satisfactory the department refers each proposal to the State Bicycle Advisory Committee.

Upon reflection, you will doubtless appreciate there is quite a lead time from the commencement of council planning to final completion. Nevertheless, since the government's announcement regarding the 50/50 funding scheme in late 1979 a number of projects have been approved.

Early in 1981 the government will be releasing the Newcastle Engineering Re-

port prepared by consultants for the Traffic Authority in consultation with the Newcastle Cycleways Movement. Feedback on that report will be welcomed and will doubtless be used by Newcastle City Council as a guide to implementation of more bicycle facilities when the route now under construction is completed from the city to Newcastle University.

I am sure you would by now have heard that, in order to further the interests of pedal cyclists, the Traffic Authority has appointed a bicycle planning specialist to: co-ordinate and disseminate information on bicycle planning; liaise with interstate bicycle planning authorities to expedite the dissemination of bicycle planning information; assist councils in the planning and implementation of bicycle facilities; manage bicycle projects undertaken by the Traffic Authority secretariat; and prepare bicycle planning standards and guidelines.

The committee trusts this letter has clarified these matters for you and looks to your publication as a valuable avenue for providing constructive inputs to all those in the community who are endeavouring to foster the use of pedal cycles.

G. Messiter,
Chairman, State Bicycle
Advisory Committee.

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Pacific Cycle Trail

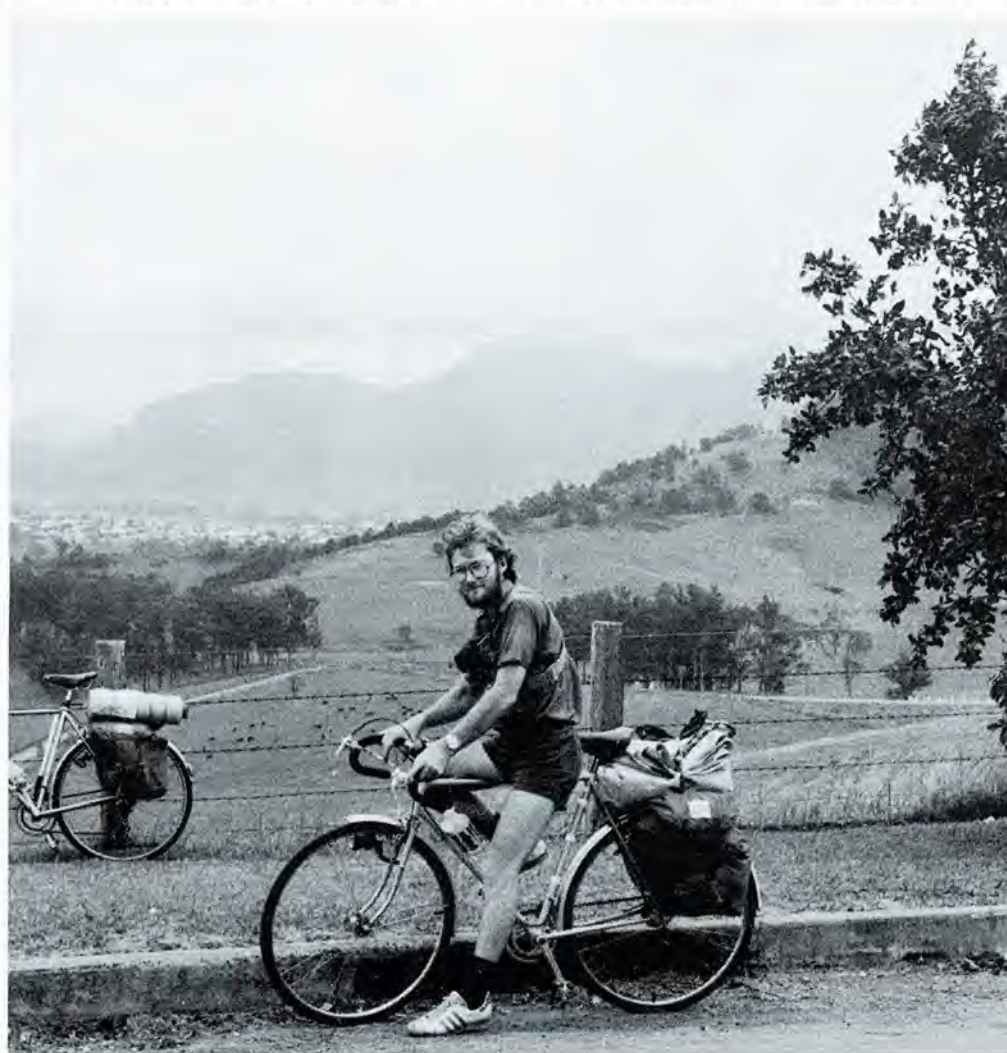
Maitland to Coffs Harbour

The Pacific Cycle Trail is now complete from Brisbane to Sydney and beyond to Goulburn. The trail will be continued to Melbourne and eventually further north into Queensland. The next stage in cycle trail development and mapping is an inland route to Melbourne via Canberra, passing near Albury and Wodonga. These are YOUR routes, they offer safe, pleasant cycling as well as a way for cyclists to get from one part of the country to another. They provide varied terrain, scenery and land use and are an ideal way to get to know the diversity of this country.



Pacific Cycle Trail 3

Maitland to Coffs Harbour



Above: A rider pauses outside the Apex lookout north of Gloucester. This is where the Bundook route leaves the main trail.

The Pacific Cycle Trail is a series of roads which will eventually link Cairns and Melbourne. The roads are chosen for safety, scenic and historic appeal and their directness. *Freewheeling* has carried other sections of the trail, formerly known as the East Coast Bike Route. The first section, *Sydney and the Bush* covering Maitland to Goulburn, appeared in issue four and the second section, *Big Rivers and Border Ranges*, covering Ipswich to Coffs Harbour was in issue six. This section connects these two and provides a route from Brisbane (Ipswich) to Goulburn. The directions for this section are more complicated than for other sections because of the complexity of the terrain and the patterns of settlement and the consequent road development.

Because of the complexity of the region and the variety of cycling environments, the single route given here with its two small diversions is not by any means the only one. However, in the opinion of its selectors/authors, it is the best with regard to the criteria above and the added one of providing a variety of cycling conditions. The narrowness of the coastal plain and the high volume of holiday traffic in several places forces the trail onto the Pacific Highway. We hope that others will find ways around heavily trafficked spots in future but in some areas there is little hope. We have included two alternative routes in this guide to allow cyclists to choose a safer and more pleasant route, while missing out on either directness or tourist appeal.

The trail can be ridden from end to end, but we hope that you will ride those sections of it which are most convenient to the time available and your starting and finishing places. The section from Gloucester to Wingham via Bundook offers beautiful riding and from Wingham to Wauchope is spectacular, to say the least. There is good variety in the route from Crescent Head to Kempsey to Tamban Forest and from Stuarts Point to the Pacific Highway near Sawtell is superb. Many Newcastle and Central Coast cyclists have discovered the delights of the section from Wingham to Maitland, so take your pick – ride any or all of it and you should find it good cycling virtually all the way.

The heat and humidity can make cycling uncomfortable in summer, but for the rest of the year conditions are perfect for touring. There are plenty of caravan parks, but not many “natural” camping spots. Shops and towns are conveniently placed on most sections of the route.

Timber is still an important industry and this section of the Pacific Cycle Trail passes near or through many of the forests of the coast. They are excellent for cycling and camping. The Forestry Commission puts out a myriad of pamphlets (most of them free) which are available from 93 Clarence Street, Sydney, phone 2 0236. The postal address is GPO Box 2667, Sydney 2001.

Rail access: The route largely follows the main North Coast railway, so there are many opportunities for train connections. Mail trains don't stop at each station and the other (booked) trains stop only at the major ones. Maitland has a frequent service to Newcastle, Sydney and points between.

Maps: Complete 1:250 000 coverage is available. The new Joint Intelligence Operations Graphics are of course fairly up to date, but very difficult to read in parts and less than accurate. The relevant maps are Dorrig and Hastings. The old series Newcastle map is more readable and despite its age, very useful. Good 1:100 000 coverage is available also. State Forestry Commission maps are useful also – the relevant ones are the Barrington Tops, Mid North Coast and Kempsey project maps.

This guide was written by Michael Burlace with a great deal of help from Warren Salomon, Robert Duce and Jane Waddy. Photographs by Warren Salomon.

Maitland to Paterson: 20km of tar, most of it very good and flat.

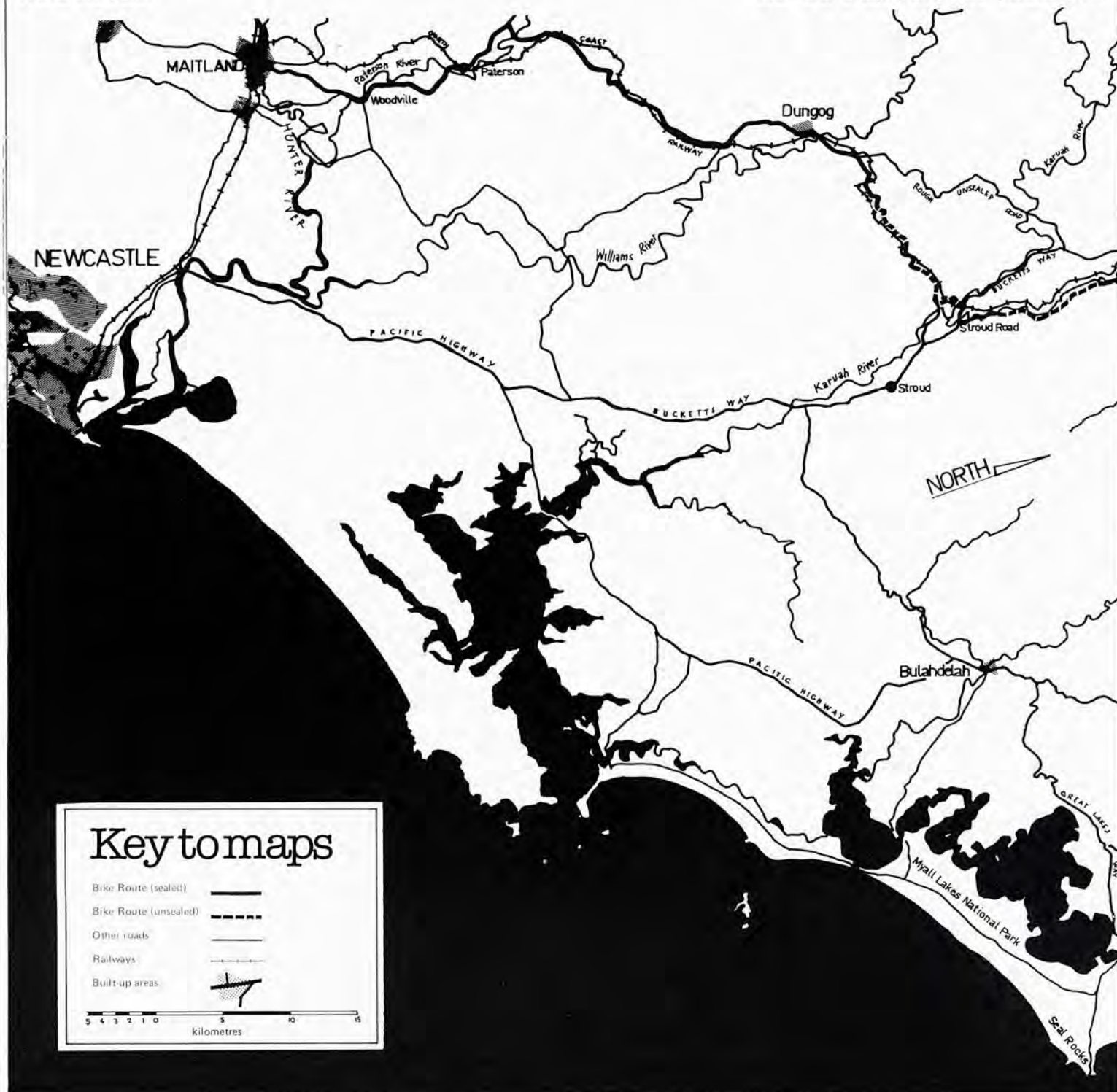
Leaving Maitland the trail takes the Paterson and Dungog turnoff, crosses the Hunter River and heads through Bolwarra, slowly gaining height. Five kilometres out the trail leaves the Tocal Road and turns right at a Shell garage, following the Clarencetown sign. At Woodville PO and church, the trail turns left through rolling country to cross the Paterson River and turn right onto the Tocal Road two kilometres south of Paterson. Paterson has free riverside camping at Tucker Park near the middle of town, basic shopping and the Court House museum.

Paterson to Dungog: 28km of rolling country mostly on good tar with one big hill.

The trail crosses the railway on its way out of Paterson and heads for Dungog, turning right from the East Gresford road 5km out. Four more kilometres brings it to the left turn onto the Dungog-Clarencetown road and after six more the trail starts a long steep climb to a long steep descent to cross the railway at Wallarobba and roll on towards Dungog. Dungog has cafes, supermarket, a museum and at the north end a caravan park.

Dungog to Stroud Road: 25km of tar and gravel over mostly rolling country with one big hill.

Leaving Dungog the trail crosses the railway, passes the caravan park sandwiched between the road, rail and river and crosses the river. The trail follows the railway for most of the way into Stroud Road and is tar up to the top of the only big hill. From the top of the hill the slope gets gradually steeper and rougher until the bottom at Ramstation Creek. From here it is mostly fair gravel to the turn-off to the left to Stroud Road, 100m before Washpool bridge. There are supposed to be platypus breeding grounds near this bridge, if you're patient . . .



From the turnoff the trail rolls into Stroud Road and turns right at the top of the town to the general store.

Stroud Road to Gloucester: 46km of fair to good tar with 9km of gravel, all over rolling to flat country.

From the general store the trail heads down along 600m of rough tar which takes it across the railway and on to the Johnsons Creek road turnoff. Here it turns left for better tar for 6.5km then 9km of gravel followed by 3.5km of tar which brings it across the Wards River into the northern end of the town of Wards River (general store) to turn right onto the Buckets Way through Craven (general store), Stratford (yes it is on the Avon), Forbesdale and on to

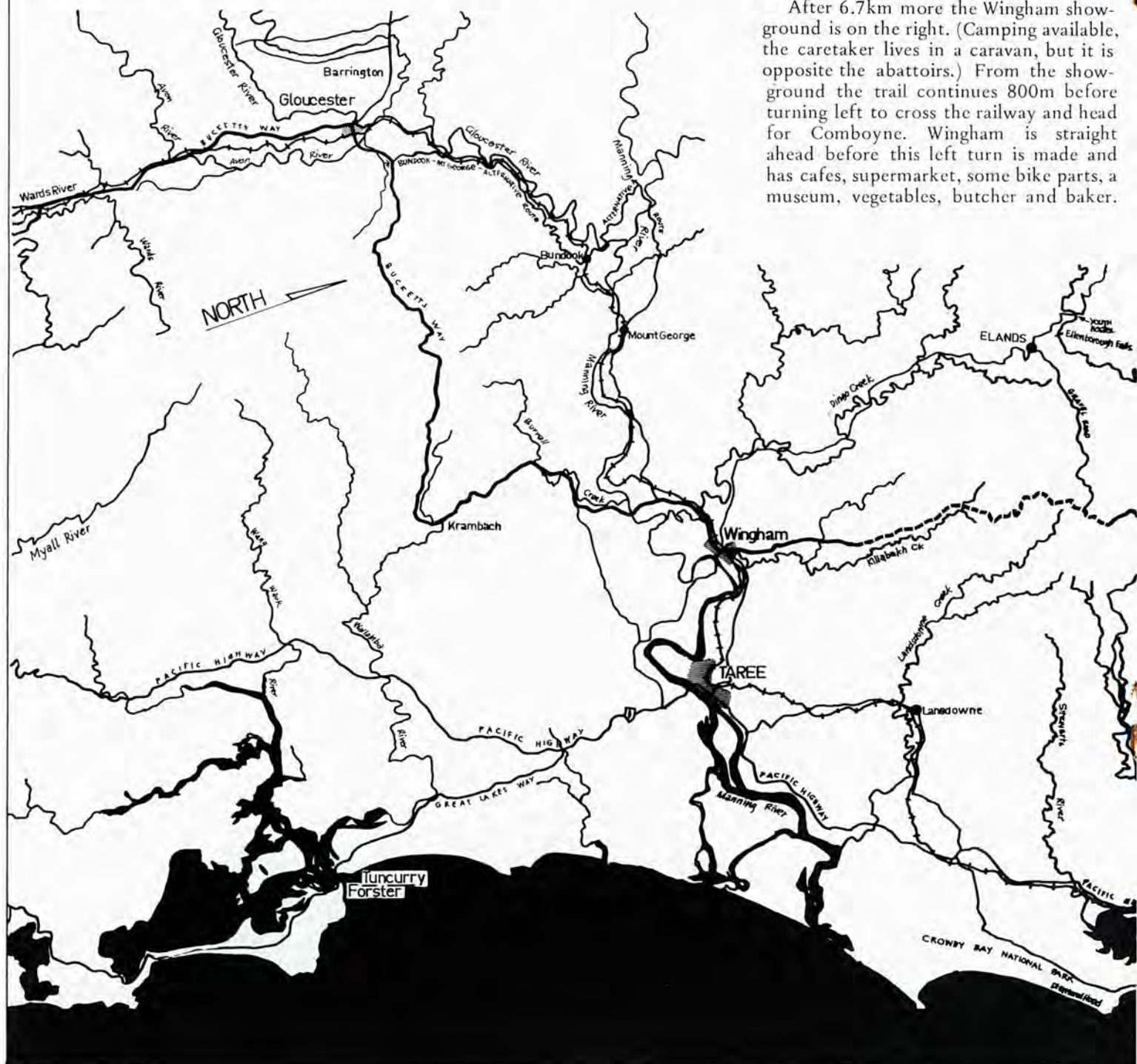
Gloucester. Most of the time there is enough room on the Buckets Way for bicycles and motor vehicles and the surface is good. Gloucester has a caravan park (enter from the centre or north of town), cafes, supermarket, museum and several shops with some bike parts, the best of which is the dairy co-op. There is a very pleasant shire campsite with toilets but no other facilities just over the river at Barrington (general store), 10km north-east of Gloucester. This campsite is free and there is excellent swimming in the river and campers can stay up to a month.

Gloucester to Wingham: 71km of tar over hilly to rolling country with a fair bit of motor traffic.

Leaving Gloucester the trail follows the Buckets Way over the ridge the town straddles and down onto flat country for a few kilometres before making a substantial climb up to the Apex lookout which is worth a stop, if only to catch breath.

Leaving the lookout, the Bundook turnoff is on the left. The trail continues past this and from here it is about 13km of mostly downhill to some rolling country and 14km of this brings Krambach (general store) up. From Krambach it's 17.5 flat to rolling kilometres to the drop to the Wingham turnoff to the left. Here the trail leaves the Buckets Way and soon becomes flatter. After 9.5km, the Bundook and Mt George road comes in on the left.

After 6.7km more the Wingham show-ground is on the right. (Camping available, the caretaker lives in a caravan, but it is opposite the abattoirs.) From the show-ground the trail continues 800m before turning left to cross the railway and head for Comboyne. Wingham is straight ahead before this left turn is made and has cafes, supermarket, some bike parts, a museum, vegetables, butcher and baker.



Wingham to Comboyne: 43km with a lot of climbing onto the Comboyne plateau and a steep drop off the top of it. Quite a lot of this climbing is on gravel.

After crossing the railway, the trail turns right and passes through Cedar Party Creek which has an old hall which would be a possible emergency campsite (no water) 9.1km from the railway crossing and there is a travelling stock reserve (no water) 4.5km further on on the right which could also be used. The trail becomes gravel 3km further on and crosses Killabakh Creek 3km later. There is a possible campsite on the left just after the creek, ask at the farmhouse on the right.

This is the end of the rolling country and the trail begins to climb and as it does so it gets narrower and rougher and the views become more spectacular until after 12.8km of climbing it runs along the top for a few hundred metres before the long drop to Wauchope. The drop starts with 1.6km of steep gravel which is rough and narrow in parts until it flattens out to pass the turnoff to the left to Elands (youth hostel) and the spectacular Ellenborough Falls. (This road is quite rough but the countryside is beautiful and it is worth a side trip if you have the time.) From this turnoff the drop is less steep over rough gravel for 1.5km to Mrs Fisher's Girraween Gardens – a must for lovers of Devonshire teas or gardens. Eight hundred metres along the tar starts and the trail drops into Comboyne 5.6km later. Comboyne has a general store.

Comboyne to Wauchope: 40km of rolling country on tar except for a steep big drop just out of Comboyne.

Leaving Comboyne the trail climbs slightly and then drops gently for 5.3km to a steep, narrow and very rough gravel section. This 2km bit was scheduled to be tarred by July 1981. Once the tar resumes the road drops steeply for 3.3km. After this point the gradient is more gentle for 17km through undulating country until the Oxley highway is reached. The trail turns right for Wauchope and almost immediately passes the youth hostel on the left.

The Oxley starts off well but soon it is narrow with no shoulders. After 9.3km Timbertown is on the right. This is a reasonable re-creation of a timber milling town in the 1880s and is worth a few hours and \$3.50. From Timbertown it is 2.3km to the Wauchope showground on the left. This functions as a camping ground year-round except for the week from Easter Sunday to make room for the show.

Just beyond this entrance the trail turns left onto Beechwood Road. Before this left turn, Wauchope is straight ahead. It has a supermarket, vegetables, butcher, some bike parts and the Hastings Hotel which can be recommended for accommodation. There are also cafes in town which are the only things open outside the basic shopping hours.

Wauchope to Telegraph Point: 21km of rolling country with mostly good surfaced tar of varying width. Traffic can be a bit heavy at times.

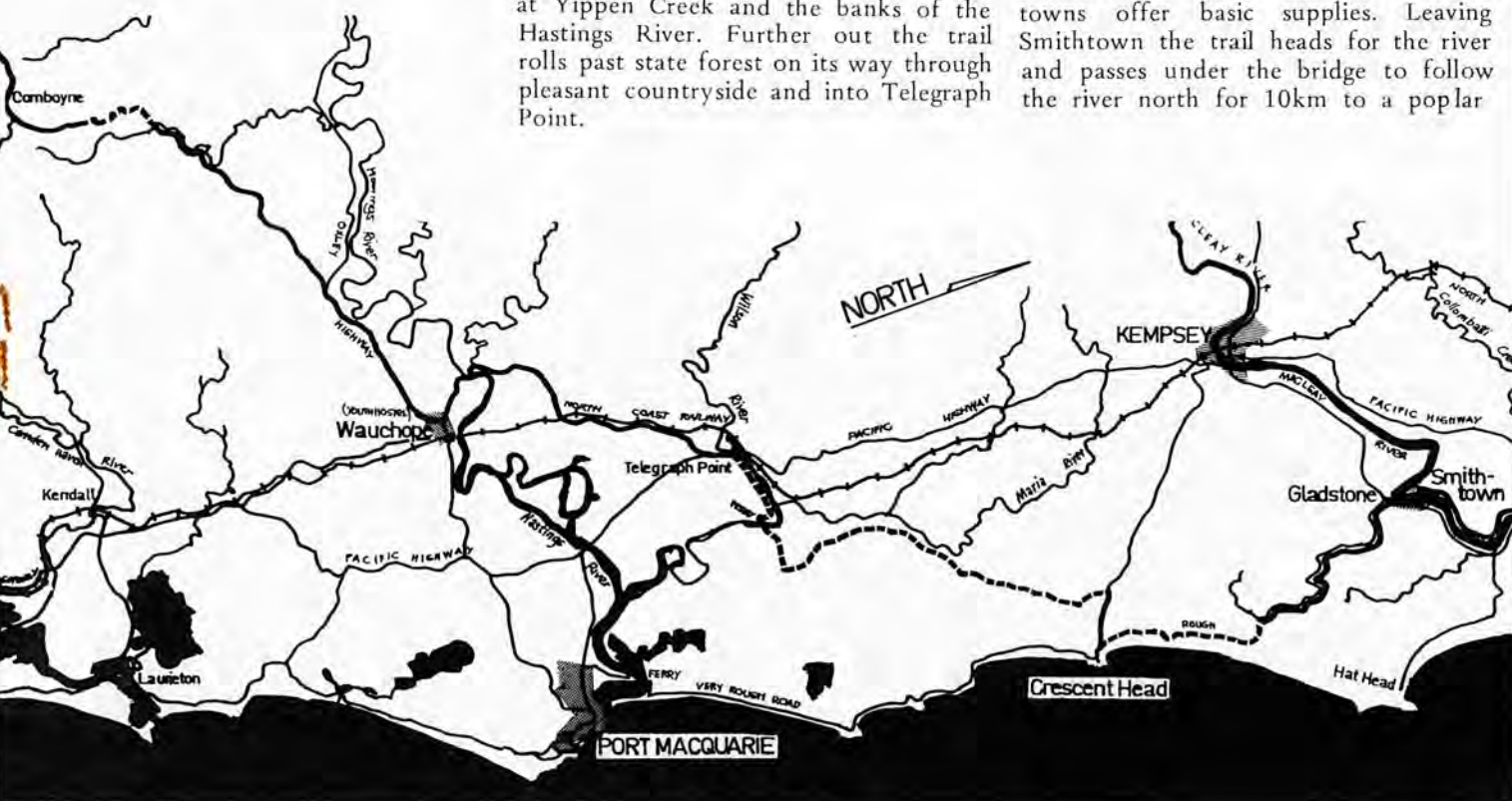
Taking Beechwood Road, the trail passes a couple of lunch spots – the Lions park at Yippen Creek and the banks of the Hastings River. Further out the trail rolls past state forest on its way through pleasant countryside and into Telegraph Point.

Telegraph Point to Crescent Head: 1.6km of tar, then 31km of gravel then 3.5km of tar.

The trail turns left at the garage/store and follows the old Pacific Highway for 1.6km where it becomes a narrower dirt road and passes under the new highway. This road meanders along the Wilson River for 5km to the tiny Hacks Ferry. The operators live on the east bank, so a cooee may be in order. The ferry is closed 8pm Sunday to 6am Monday. The phone number is (065) 85 0271 and the last public phone was at Telegraph Point. From the ferry it's 3.3km on narrow and sometimes rough dirt to a very nondescript intersection. The trail turns left and travels 11km (passing Limeburners Creek nature reserve on the right) to a track to the river on the left. This could be an emergency campsite. After 9.4km the trail turns right onto tar and heads 3.5km into Crescent Head. Crescent has a famed surf beach, a good takeaway food shop (with the best burgers for miles) next to the garage, a shire caravan park, fruit, veges, meat and baker.

Crescent Head to Macksville: tar to the end of town then 10.5km of gravel, then 42km of tar, 12 of it on the Pacific Highway, then 1km of gravel, 10km of tar, 8km of gravel and 14km of tar, the last few kilometres of it on the highway.

Leaving Crescent the trail heads west then turns right into Belmore St which quickly becomes dirt. After 11 mostly flat kilometres the trail reaches Upper Belmore River. It takes the right bank (the left is similar but longer). It's 15km to Gladstone, then 1km across the river and left into Smithtown. Both of these towns offer basic supplies. Leaving Smithtown the trail heads for the river and passes under the bridge to follow the river north for 10km to a poplar



plantation and turns left onto another flat tar road to run 4km to the Pacific Highway.

The trail turns right onto the highway for 11.8km with plenty of cars and trucks but very little bicycle room. There is no reasonable alternative public road in the area. Those wishing to avoid this dangerous stretch of highway should take the Tamban state forest route – see inset. The trail turns right off the highway onto a dirt road at the Barraganyatti Hut Road sign on the left and after 1km the trail is tar – this is where the Tamban route joins from the left. Eight kilometres on, the trail turns left for Grassy, Middle and Scotts Heads. Straight ahead is Stuarts Point with the only supplies in the area and a shire caravan park. Taking the left turn it is a fast flat tar run for 2km of dirt to the turnoff to a usually quiet and very pleasant shire caravan park at Grassy Head. From here the surface deteriorates and the trail climbs up and down the ridges and past the sandmining operation until after 6km the tar is reached. Scotts Head, with a spectacular lunch spot overlooking the beach and a shire caravan park are to the right.

The trail turns left along Warrell Creek to cross under the Pacific Highway and turn left onto it to head into Macksville. The highway narrows for the Warrell Creek Bridge, but most of the time there is room for the fast cars and trucks as well as bicycles. Inside the town it is a different story as the road becomes narrower and rougher. Macksville has a museum, health foods, vegetables, supermarket, butcher and cafes. There is a

bicycle shop with a limited range of parts and a camping store which carries mainly heavier stuff.

Macksville to Bowraville: 12.5km of good flat to rolling tar.

In town the trail turns left onto River St at the PO and this takes it left into Princess St for a right turn into McKay St which leads across the railway and two river bridges onto the Bowraville road and 12km of rolling good tar. Bowraville offers camping (turn left from the middle of the main street), vegetables, supermarket, meat and a large jumble of a museum (Sunday and Monday). There is a pleasant riverside lunch spot on the way out of town.

Bowraville to Bellingen: 33km of rolling hills and ridges with a substantial climb, then a substantial drop into Bellingen. 15km is on gravel.

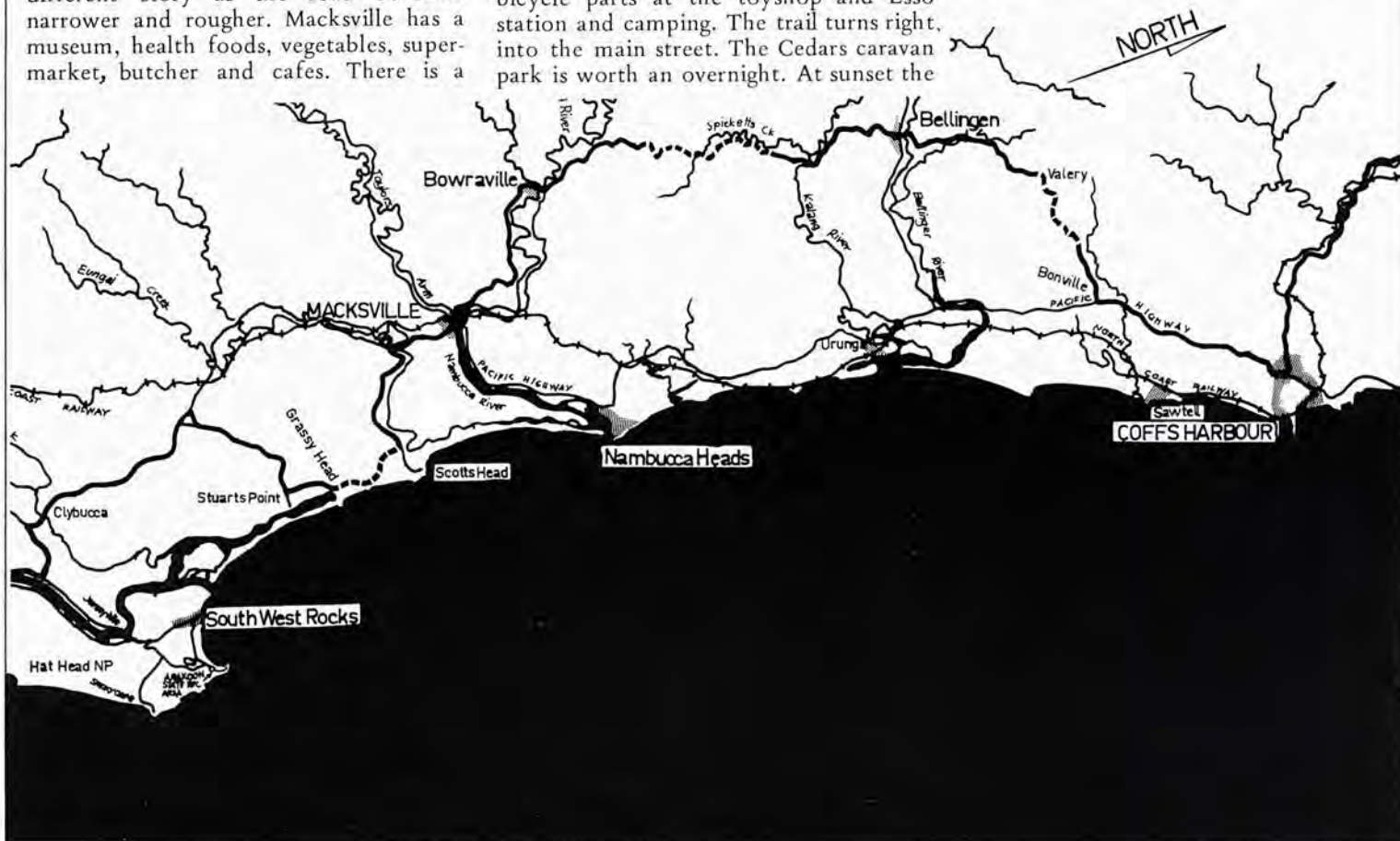
It's a dry climb out of Bowraville on tar for 6km over rolling hills. Then it's 15km of dry stony dirt roads mainly through forests, up and down the ridges with a couple of solid climbs. After 8km back on the tar, the Rotary lookout comes up on the right at the top of the substantial climb before Bellingen. It's worth a walk up for the view – you can cycle but it's steep and rough. The forests around here harbour many koalas. From here it's a quick 3km past the hospital into the delightful town of Bellingen which offers a wide range of foods, some bicycle parts at the toyshop and Esso station and camping. The trail turns right, into the main street. The Cedars caravan park is worth an overnight. At sunset the

thousands of bats hanging in the trees adjoining the park take off to return at sunrise with full stomachs. The sound, sight and smell are spectacular.

Bellingen to Coffs Harbour 35km of tar, 13 of which is on the Pacific Highway and 7km of good gravel roads.

The trail turns left 50m after it joins the main street and crosses the Bellingen River, then passes the turnoff to the caravan park before turning right at the Hydes Creek sign. This takes it along a narrow tar road for 1km to a left turn at the Hydes Creek/Valery sign. This road is mostly slightly uphill for 12km until it drops to an intersection with the dirt road. The trail turns right and 1km later passes through Valery (just a signpost) and continues straight on.

After 7km of gravel, the tar resumes, with the trail still gaining altitude and 3km of this brings the Pacific Highway. Here the trail turns left and heads along a mostly flat, narrow, heavily-trafficked road with a few climbs before the drop into Coffs. Coffs has supermarkets, cafes, vegetables, meat, a small bicycle shop and a small camping shop with some local maps. There is another small bicycle shop a few kilometres on at Coffs Harbour Jetty which is compiling local touring information – give yours and help the cause. A good local caravan park is at Coffs Jetty – the Park Beach caravan park, but like all the others in the area, it gets crowded in the season.



Route alternatives



Above: Manning River campsite on the Bundook alternative route. *Below:* Looking north from Middle Head to Scotts Head, scrub clearing for sand-mining is evident.

The Bundook – Mt George route

This route skips the smooth fast tar of the Gloucester-Krambach-Wingham route. Instead there is a peaceful dirt road, a pleasant riverside campsite and some smooth tar. This route is longer in distance and a fair bit longer in time, but is very good cycling.

It leaves the main cycle trail at the Apex lookout near Gloucester, taking the Bundook turnoff opposite the lookout and is tar for a few kilometres. Just before Bundook it turns left to cross the railway and head towards Wyoming. There is a good campsite on the left just before the Manning River is crossed – ask at the farmhouse on the right. The route crosses the Manning and makes a couple of right turns before the tar resumes. This road is rolling and takes the route through Wyoming and Mt George on its way to rejoin the main trail 7.5km SW of the Wingham rail crossing.

The first stretch of this route is very dry, water is usually available at Bundook school, the Manning River and in the towns with supplies. The dirt roads involve a fair bit of ascending and descending and the surfaces are usually reasonable only. Supplies are available in Mt George.

The Tamban state forest route

This diversion avoids the dangerous 14km section of the Pacific Highway near

Clybucca. Unfortunately in doing so it takes the rider away from the coast near Hat Head national park and South West Rocks. In compensation, Tamban forest is delightful with many good lookouts and camping spots – just wander off the route a bit and pitch your tent and groundsheet.

The route leaves Crescent Head on the Kempsey road, backtracking on the Pacific Trail for 3.3km to pass the Maria River turnoff. It climbs over the small range and drops onto rolling country to South Kempsey, 11km away and on about three more kilometres to Kempsey on the Pacific Highway. This section is not as dangerous as the Clybucca part. Kempsey has camping, good shopping and bicycle parts.

Leaving Kempsey, the route follows the river on the Armidale road 4km to Greenhill to turn right onto the Taylors Arm Road (tar ends) for 4km then onto Spooners Ave (the Federickton road) for 5km to turn left onto the Colombatti/Tamban road. This takes the road through Colombatti Rail (5km), past Tamban Station (5km) and up 5km to turn right onto the Range Road. This follows the ridge top for about 10km to hit the tar about 1km SE of Eungai Rail. None of these towns has a shop and there is no water reliably available. The route turns right onto the tar and heads away from Eungai Rail to cross the Pacific Highway 3km away. It rejoins the main trail after four more kilometres to turn left and head for Stuarts Point.



Bicycle trails ACTION

Australian Cycle Trails (ACT) was formed to get cycle trails on the ground and mapped. Its short-term aims as settled at its first meeting in Sydney in December are to complete the Brisbane to Melbourne trail and to hold a second meeting at Beechworth, Victoria, on this trail. This meeting, ACT Two, will be on Easter Sunday 1981.

Other matters resolved at ACT One were: the criteria for the selection of a cycle trail, the sort of information likely to be needed by the users of such a trail, ACT's method of operation and its approach to the expected bicentenary celebratory ride.

Cycle trail criteria: Naturally the first one is safety, otherwise we would all ride the main highways. The routes should offer where possible a variety of scenery, terrain, land use, vegetation and fauna — in short a sampling of what Australia has to offer local and overseas tourists. Other aspects considered important are access to public transport, sections for

beginners and less fit cyclists and the trail's suitability for short tours as well as longer ones. For the main inter-city trails which may carry more "commuting" cyclists, year-round availability was considered essential. On all trails, frequent access to food, accommodation (in the form of camping spots mainly, though other forms will become important later) and bicycle parts were rated essential.

Information for trail users included that on maps and in text and covered the route itself, supplies, scenery, places of interest, the various facilities available on the route and problem areas such as long stretches without water. The overall aim is to make it easy for cyclists of varying ability to use the trail without giving so much information that the elements of discovery and surprise are lost.

The method of operation: ACT is a non-profit loose association of active members. These members, scattered from one end of the continent to the other will research their own areas and lobby appropriate governments on behalf of ACT. Co-ordination will be through regular meetings and newsletters. New participants are welcome and should contact their nearest branch. (See phone numbers below).

The bicentenary: It was resolved that while ACT supports the idea of a cele-

bratory ride or series of rides, it is not at this stage interested in organising it. Instead, ACT will co-operate to help it come about if some other organisation (ideally non-profit) takes it on.

In this issue of *Freewheeling* is the third section of the Pacific Cycle Trail. The trail is now complete from Brisbane to Goulburn, but the first section of this trail, Maitland to Goulburn, has undergone massive changes. These changes, at the hands of the NSW Department of Main Roads, are mainly extensions to a freeway and the upgrading of various other roads. The roads into and out of Bungonia have been improved to the extent that this seems to be the best route from Goulburn to Marulan now. Around Aylmerton there have been significant changes which may make parts of the old Hume Highway suitable for a bicycle trail — is this progress or regress? These changes mean that the route is now in need of major revision. This sort of change is likely wherever routes parallel major motor arteries and where they are near major cities.



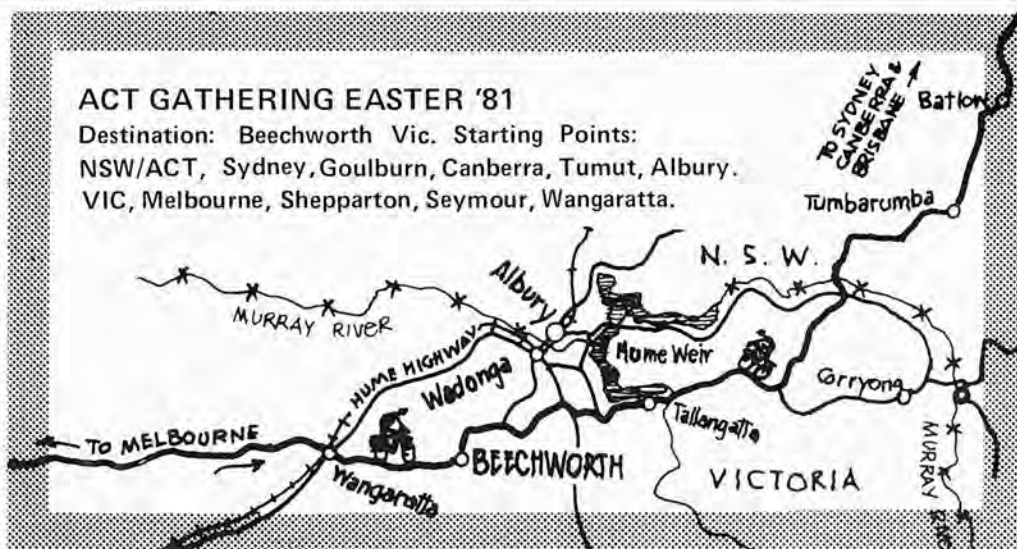
This Easter ride the cycle trail to Beechworth

This Easter (April 17-20), cycle tourists from NSW, Canberra and Victoria will converge on the historic town of Beechworth for a one-day gathering to discuss the progress on and future of the bike trail.

Riders will be starting their journeys from a number of different points, mostly railway stations, to arrive in Beechworth on the Saturday. Sunday will be a series of workshops and group sessions. Contact your local ACT group for information on starting points to suit your available time and the distance you wish to cover.

ACT GATHERING EASTER '81

Destination: Beechworth Vic. Starting Points:
NSW/ACT, Sydney, Goulburn, Canberra, Tumut, Albury.
VIC, Melbourne, Shepparton, Seymour, Wangaratta.



Australian Cycle Trails

LOCAL GROUPS:

Sydney: P O Box 57 BROADWAY 2007 660 6605 (Warren)

Melbourne: 83/163 Flemington Rd NORTH MELBOURNE 3051 329 6672

Canberra: 12 Eildon Pl DUFFY 2601 48 8464

An organization to promote cycle touring in Australia through the establishment of rural cycle trails

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A Westerner 'discovers' Bali

Superb bicycle touring in Indonesia

Warren Miller and his wife Rissa quit their desk jobs and left home in Phoenix, Arizona, in September, 1979 to travel with bicycles around the world.

The road sign indicates an incline ahead. A team of oxen strain their brahman humps against the yoke; their load of low-fired red bricks bumps and settles. The heavy wooden wheels have tyres made of strips of truck tread; they wobble a good 7cm out of line with each turn around the polished brass hubs. A small Japanese truck comes screaming down the hill, horn blasting, throwing up billows of dirt as it leaves the road to pass the ox cart. Huge stems of green bananas are tied to the top of the truck; inside can be seen faces, as many as there are bananas on top. Two young boys on bicycles follow the ox cart, one balancing a big bike at an angle, pumping through the frame, the other, just as small, stands on the pedals on his lady's frame bike and stretches to reach the handle-bars. I shift my Australian ten-speed to a lower gear and pass the ox cart, Rissa follows close behind.

We are in south-eastern Java; it is two days since we have seen a European face. We have come to Bali and Java with touring bicycles, against the advice of almost everyone we met in Australia and New Zealand. Novice cycle tourists when we left home ten months ago, 6 500km in New Zealand and Australia qualify us as experienced cyclists. But south-east Asia, we knew, would be very different from any cycling trip we had done before.

Getting the bikes to Bali was no problem. Garuda Airlines accepted them as checked baggage after first determining that we were within the allowed 20kg limit. We prepared the bikes at Sydney airport by removing the wheels, blocking the forks, removing the cranks and chains, and tying the rear derailleur between the rear forks. With the wheels tied to the frame, the bike makes a fairly compact package. The baggage officer in Sydney promised to put the bikes on the bottom and pile all the other baggage on top of them. He was as good as his word.



Because the bikes were well protected, the only damage they sustained was to the mudguard stays, which came out looking like fettuccini. They were easily straightened, but the advantages/liabilities of mudguards for long-distance touring are certainly open to debate. Next to the toe-clips, though, our plastic mudguards elicit the most comment.

In the airport at Denpasar, Bali, we found ourselves surrounded by eager helpers as we reassembled our bikes. Remembering countless stories of rip-offs in south-east Asia, we tried to keep a constant watch on each part and tool while hands fitted parts into not-always-proper places. We learned later that in Bali the strong Hindu ethic of karma pala

discourages theft. Karma pala means that the fruit of your actions returns to you, and this Hindi golden rule was quoted to us many times as a reason why we should not lock our bikes. We learned to explain in bahasa (the language of) Indonesia that to lock our bicycles is our custom.

The island of Bali is small enough to call for a touring strategy new to us: we established ourselves in a sequence of central locations, and made day excursions from each centre to visit spots of interest. In this way we moved gradually across the island from Kuta Beach/Denpasar to Ubud, Kintamani and Singaraja, staying three to seven days in each location. We saw a large portion of the island and never travelled more than 50km in one day. This method allowed us to make our day excursions unencumbered by panniers.

The roads we travelled in Bali were mostly flat, with one noteworthy exception: from Ubud to Kintamani the road climbs, gradually at first, then more steeply, to reach the 1 200 metre rim of a volcanic crater. The spectacular views from the top, the crisp cool air, and the juicy pomelos (large sweet grapefruit) grown on the volcanic slopes made the climb worthwhile. The 35km of steady uphill were compensated for by 37km of downhill the next day as we sailed down the north side to meet the sea at Singaraja.

Pedalling uphill in our lower gears, we met many amazed reactions. The Indonesian bicycle is more wheelbarrow than bike — incredible loads are strapped to the rear and the single speed does not allow pedalling up any but the slightest inclines. The cyclists with their loads of firewood, chickens, live pig, water, kerosene or huge cans of prawn crackers get off to push up each hill. Pedalling our loaded bikes uphill (slowly, slowly) was approaching wizardry; children applauded and cheered us on, adults stared wide-eyed and occasionally broke into hysterical laughter.

Bali is a very densely populated island with an agrarian economy at subsistence level. The tourist with modest means is quite wealthy here. The equivalent of \$A1.50/day provided for the pair of us two luxuries which very few Balinese enjoy: a private room with a bed and access to a toilet. These rooms, in comfortable losmens or inns, sometimes opened onto beautiful gardens, and usually tea and bananas were provided gratis. We found them to be necessary retreats from the constant press of people. The second luxury was equally vital; few visitors to Bali miss out on the raja's revenge. We were not excepted, even though we had hoped that the daily regimen of riding would keep us fit and healthy. There are just too many people and too few sanitary concerns. All water



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Leisure Bikes thanks its many past customers for their support and wishes to advise that its retail and mail order business will terminate at Easter. After April 16th 1981, we will be concentrating our activities on the importing and national distribution of quality cycle touring equipment including Blackburn and Bellwether.

Meanwhile, all retail stock must be sold. Large reductions on Karrimor and Hiker-Biker lines. Many other items reduced to clear.

THE WHOLE IS GREATER THAN THE SUM OF ITS PARTS.



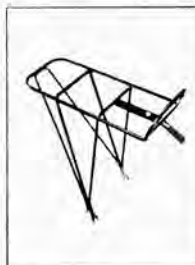
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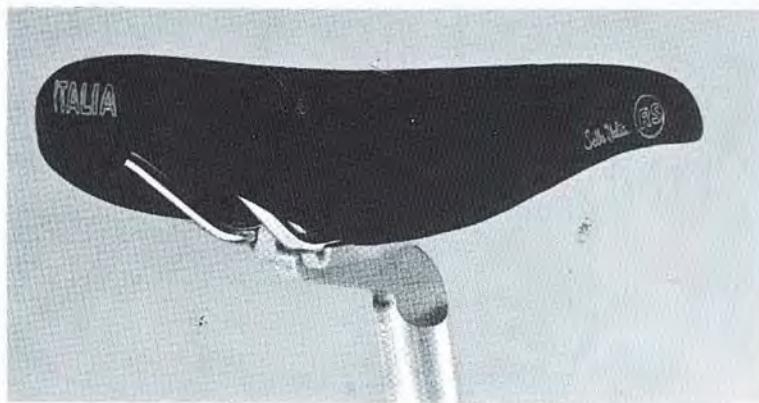
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must be boiled to make it safe and only freshly cooked hot food should be taken, or fruits which can be peeled. Our hosts at different losmens were happy to supply us with boiled water; we carried three litres apiece to counter dehydration in the tropical climate.

Warungs or food stalls can be found along all the roads, and hot food and tea are always available. The most common meal is nasi campur (rice mixture). A large mound of excellent rice is heaped onto the plate, then small amounts of highly-spiced meats and vegetables are added. Such a meal in a roadside warung costs about \$0.75. Hot tea is very good and cheap; soft drinks are relatively expensive and beer is out of the question.

Roads in Bali are sometimes very rough. The cycle tourist should expect to break a few spokes. Spare spokes, spoke key, and freewheel remover must be carried; parts for 10-speed bicycles are not available, although bicycle repair shops abound. Tires and tubes cannot be bought in Bali, with the possible exception of Denpasar, where a few 10-speed bikes are now being sold. We also carried spare brake and derailleur cables and brake pads and a complete set of tools.

Kuta Beach, 8km from Denpasar airport, is the logical starting point for a bicycle tour of Bali. It is also a real hang-out for travellers from all over and a gathering spot for surfers. There are many cheap losmens and restaurants (and some fairly expensive restaurants). Kuta is a good spot to get your bearings and to enjoy a great massage on the beach for less than \$1, but Kuta is loud, garish and commercial. Two days in Kuta were enough for us, and we left one morning for Ubud, a rich centre of the incredible Balinese culture.

Cycling from Kuta Beach through Denpasar and towards Ubud almost convinced us to sell our bikes to the highest bidder and climb the nearest coconut tree. The traffic was mad, there were no rules of the road, the fastest vehicle had the undisputed right-of-way. The road ahead would fill with two buses and a truck all coming straight at us. A bus riding the shoulder from behind let us know with his horn that there was no place for us but the half metre of muck in the rice paddy on the left. We managed somehow to retain both our wheels and our sanity through that day, and discovered that traffic elsewhere on the island is quite light.

We also learned to distinguish between the continuous "this-is-me-on-my-fine-yellow-Yamaha" sort of beeping which blended into the background cacophony and could safely be ignored, and the occasional long steady blast of an air horn saying something like "I've got 15 tonnes of brick on a ten-tonne truck and bad brakes and if you make me choose



between you and that packed bus I hope you have the address of your next-of-kin embroidered on your cycling shorts".

Needless to say, we got off the road when we heard the long blasts, but they came few and far between. After we got used to the style of driving in Bali, we actually felt safer on the road than we had in Australia; we were only two of thousands of slow-moving vehicles, people and animals on the road, and the drivers let us know with noisy bravado that they were very much aware of us. In Australia we often wondered whether the truckers barrelling past at 130km/h ever saw us.

After three weeks in the tourist havens of Bali, we took the short ferry trip to Java and struck out for Yogyakarta. Now we were travelling in remote and untouristed country and stopping for the night in towns that had seldom seen European faces. Our bahasa Indonesia phrasebook was invaluable. We never had trouble locating small, inexpensive hotels, but sometimes the standard left a lot to be desired. The people we encountered were always friendly and inquisitive.

One afternoon as we were taking a water break, three young men on light motorcycles stopped to talk with us in halting English. The day was very hot, and they asked if we would like to take a swim. We responded eagerly, and they set off, asking us to follow them. We followed as they led us down the road, off on a dirt trail and deep into the jungle. They had promised a swimming pool, and now seemed to be leading us far from any signs of civilization. We began to get a little nervous. After riding about five kilometres into the jungle, we stopped and called our friends back. They promised that it was only a little further, so we decided to persevere. As we rounded a turn and dropped down a slight hill, we saw a beautiful turquoise pool sur-

rounded by flowering bushes. The pool had been formed by a small concrete dam and was fed by a cold clear spring. Dozens of children were swimming and splashing each other in the water. We had a most refreshing swim, then rode back to town for a meal with our friends.

From Yogyakarta we flew to Singapore by way of Jakarta to spend a month touring peninsular Malaysia before returning to Indonesia, this time Sumatra, armed with new Indonesian visas. The current Indonesian policy of limiting tourist visas to 30 days, with only one possible extension of 15 days, presents some difficulties for the touring cyclist, but visiting Singapore or Malaysia between Java and Sumatra can allow a total of 90 days.

A note on camping stoves: A backpacker's stove is a very useful piece of equipment, both for purifying drinking water (boiled water was provided for us by losmens, warungs and tea shops, but people who don't believe in the microbic origin of disease may give you hot water when you ask for boiled water) and for sampling the wonderful variety of foods available in the market. Take one of the light stoves which burn kerosene; both kerosene and alcohol or methylated spirits for priming the stove are available all over Asia. They are used to fuel the pressurized lamps that light everything from warungs to night markets to processions.

What about the heat? Cycling in the tropics is actually more comfortable than standing or sitting still. You make your own breeze, and, unless you are climbing a long hill, can be quite comfortable. The sun can be hot, but compare the prospects with sitting in the back of a closed bus between a soldier with a submachine gun and a sick child, a pig on your lap and exhaust coming up through the floor boards.

Women in search of a saddle

by Amanda Holt

When it comes to saddle design, the shape of a woman's backside has been fairly much ignored. I am, of course, referring to her pelvic structure.

It is no secret that one of the basic anatomical differences between men and women is in the pelvic region, but it has taken a long time for the news to filter into the cycling world. The difference in bone structure has now been recognised by some saddle manufacturers but their solutions are inadequate and they have failed to see the critical factors in the pelvic structure are not limited to bones. In *The Woman Seat (Bicycling, November 79)*, John E Williams and Charlotte Vogt revealed the cause for and solution to some women's discomfort when cycle touring. They pointed out that not only a woman's bones but also her genitals were disregarded in saddle construction. With a simple modification they accommodated for this difference. Both of these aspects of the female anatomy are important in relation to the saddle but the latter is perhaps more critical and the problem is largely unrecognised and easily remedied.

Back to the bones of contention: Both men and women sit on their two "perch bones" or ischial tuberosities which are covered by muscle and fatty

padding. Joined by a pad of cartilage, these loops forms the A-shaped pubic arch, then swing back under the body like rockers. When the body is seated the lower edges of these rockers, the adductor magnus (muscle) and the coccyx (tail bones) press against the chair and support the rest of the pelvis, spine and upper body.

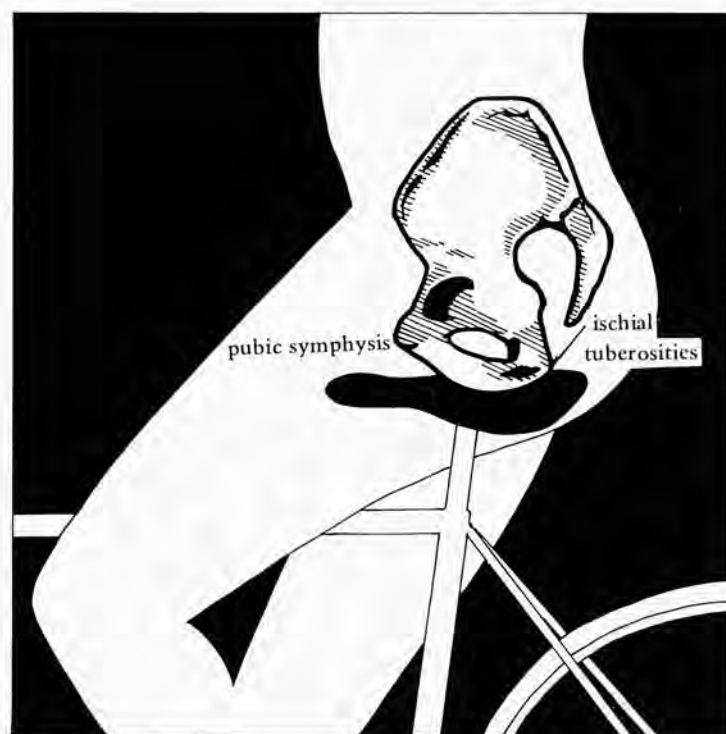
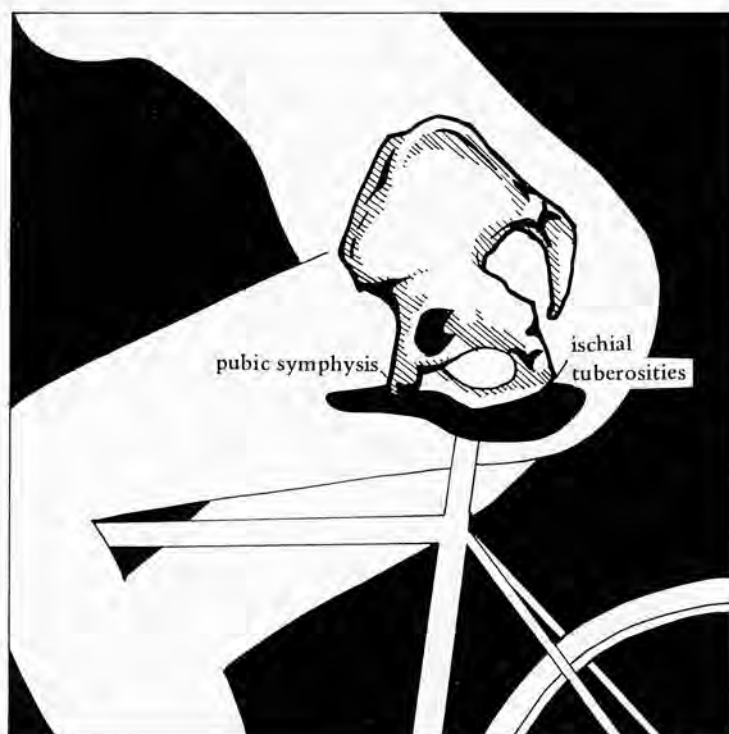
The distance between the ischial tuberosities is 7-8cm in a normal male and about 11cm in a normal female. This gives us problem number one — most saddles are a perfect width for the male pelvis. Even with the female perch bones placed as far back as feasible and even when sitting upright, the female pelvis is not getting the support it needs. As Charmaine Severson said: "Women do not sit on today's saddles. They are hung from them. The nose of the saddle is forced up into the delicate joining place (the symphysis pubis) of the pubic arch, while the perch bones, touching only lightly on the sloping flanks of the saddle, have no support at all!" (From *The Second Two Wheel Travel, Bicycle Camping and Touring*, edited by Peter Tobey, Tobey Publishing Co. Inc., Connecticut USA, 1974.)

This brings us to problem number two. In men the pubic arch rises at a steeper angle than it does in women. In women the joint of the arch separates

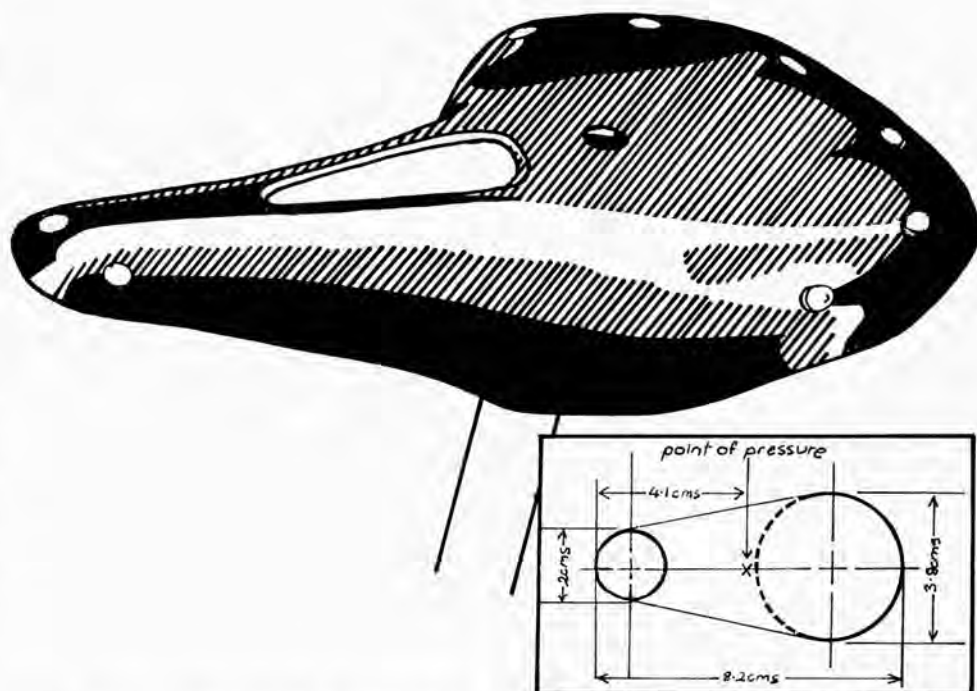
during birth to allow the child to pass through. The steeper arch in men provides clearance above the nose of the saddle but in women the shallow arch forces the underlying soft tissues against the top of the nose of the saddle. A man's genitals are pushed forward and out of the way by the nose of the saddle and the pressure is against the perineum. A woman's genitals are not pushed out of the way by the nose of the saddle. As her genitals are in a fixed position they are crushed against the nose of the saddle by the pubic arch and symphysis. It is not surprising that many women prefer the more upright sitting position so that the pressure is borne by the less sensitive tissues underlying the ischial tuberosities.

A woman buying a new ten-speed bike or a saddle does not have a wide range to choose from. A mattress saddle may look more comfortable but is heavier and the leg cut is not sharp enough, so the saddle will probably rub. Whatever your sex, a hard plastic saddle is not advisable, but not all plastics are hard. A hard plastic doesn't soften. After the 800 or so kilometres of wearing in, a leather saddle softens considerably and fits you like a glove. But leather needs a little care and doesn't respond well to being left out in the rain — nor does the rest of the bike.

In leather saddles the Brooks B17 (the



Standard, not the Narrow model) is wider than the Brooks Professional, but far more suitable is the B72. It is about 60g heavier than the Professional and doesn't have the same quality leather. The 210mm fan-shaped seat fully supports the average woman's ischial tuberosities, relieving much of the pressure on the pubic structures. Riding is relatively comfortable in all dropped handlebar positions and there is no hindrance of leg movement.



paper, paper and pencil for template, three thumb tacks.

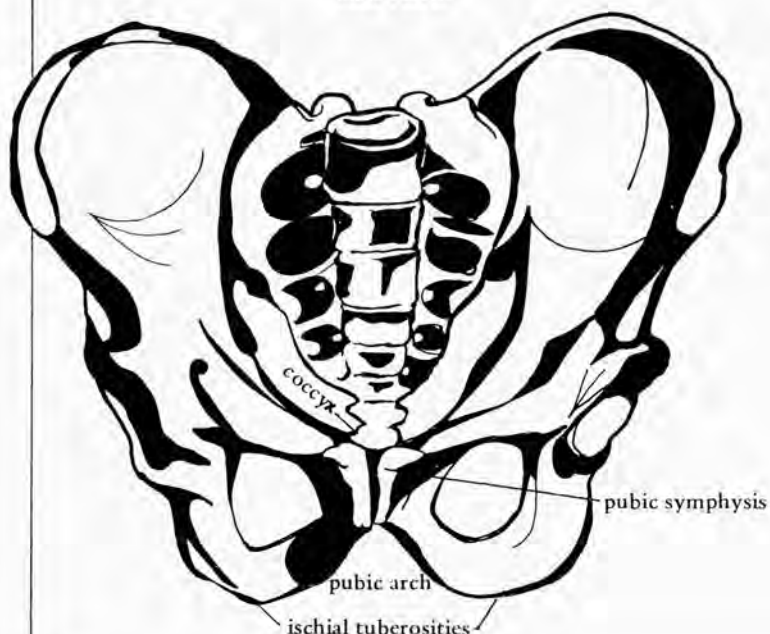
Method:

1. Locate the point of pressure on the genitals through experimental rides using all handlebar positions.
2. Mark this point on the saddle with a thumb tack. If you have a leather-covered plastic saddle, peel the cover off carefully.
3. Mark the front and rear of the future hole, which will fall equally to front and rear of the marked pressure point. Start with a hole 8.2cm long. The front edge will be about 7.5cm from the front of the saddle, but this depends on the saddle and you. Make

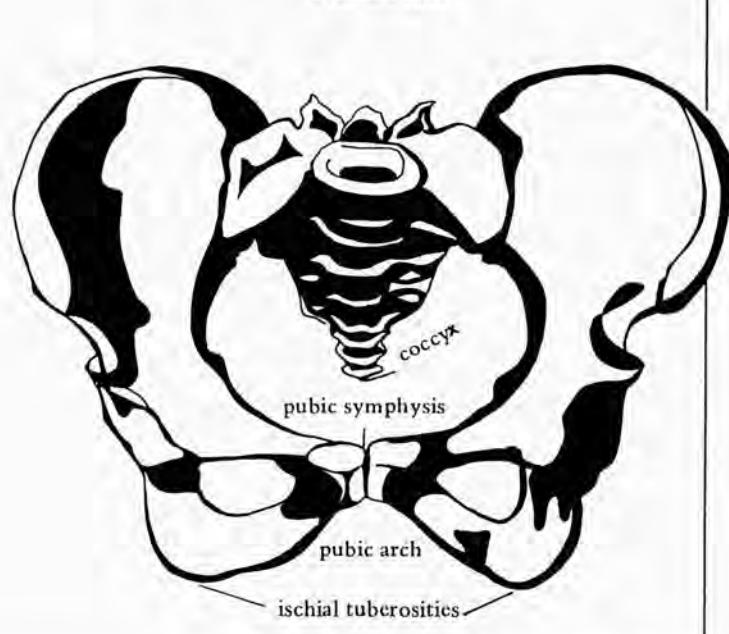
sure that the marks are on the centre-line of the top of the saddle.

4. Mark the template with a piece of paper in the shape of the hole. It will be wider at the rear (3.8cm) than at the front (1.3-2cm). Fold the template along its centre to make sure it is symmetrical.
5. Pin the template to the top of the saddle in the correct position and score around it with the Stanley knife. This will mark the shape of the hole.
6. Using the NT cutter, cut the hole along the scored line. Leather should be relatively easy to cut, but it may be necessary to cut a line down the centre of a plastic saddle and take out small pieces rather than the whole thing at once.

Male Pelvis



Female Pelvis





Your head deserves the best

The choice of a cycle helmet has, until recently, been a difficult one with the best imported helmets prohibitively priced and cheaper helmets being of questionable head-saving value. No helmet on the market could pass all the test requirements of the rigorous Australian standard. A Victorian company, GUARDIAN, run by cyclists, started a two-year research program to design the perfect helmet. At the end of that time the sample helmets they submitted to Technisearch Ltd. for technical analysis passed every test equivalent to the Australian cycle helmet standard relating to design and performance requirements.

Because of these excellent test results, the helmet is currently being submitted to the Australian Standards Association for evaluation. It features a harder outer shell

for impact dissipation, an impact absorbing liner, an efficient strap retention system and well-designed venting. The Guardian helmet costs only \$42.00*, despite having a superior technical specification to helmets costing half as much again.

Guardian also researched safety vests, and naturally enough came up recently with a superior product. It is more reflective than the Taft, which Pedal Power recommended in 1978. The reflective strips are heat welded for durability, not painted on, and plastic coated so the vest is still effective in rain. The vest is cut long at the back for maximum reflective surface area, it is designed not to bunch on the shoulders and the strap retention system is very secure. The Guardian Vest costs \$11.95.*

RRP.

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7. When the basic shape is cut, remount the saddle and test it for comfort. If the hole needs enlarging, find where and cut away sparingly. Don't take too much off the sides or you may be riding on two vertical edges.
8. Clean up the hole with the file and sandpaper, making it smooth to touch.
9. If you had a leather cover, remount it using contact cement. Apply to both surfaces and let it dry until tacky before mounting. Work slowly and carefully. Put the nose of the cover on first and work back. If you are likely to be impatient in sticky situations you could put cement on half the saddle at a time. Then, cut slits in the leather and fold under, or if you have enough leather, don't cut it, but push the leather down into the hole, forming a depression. With a leather saddle just treat the new edge with saddle dressing.

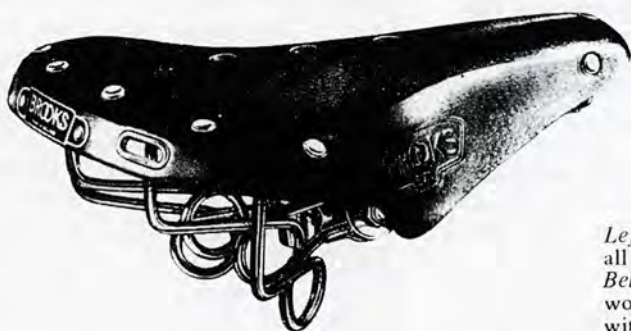
I should mention here that the Avocet and Ideale BT14 both have grooves in the top of the saddle but they are too far back to remedy the problem.

If you are happy riding a one-speed or three-speed bicycle sitting in an upright position, then your saddle probably

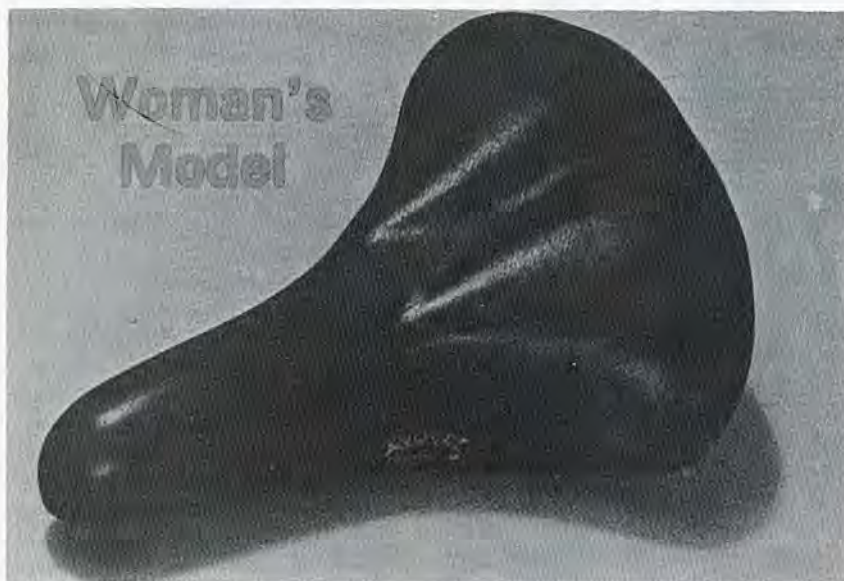
should remain intact. But if you are a woman wishing to ride your ten-speed comfortably in all handlebar positions, cutting a hole in your saddle does make it possible.

The saddle is not always the only difficulty. I changed my frame for one with a shorter top tube for even greater ease. Many women find they are leaning too far forward because their frame proportions don't suit them. Buying a new frame is an expensive and drastic solution but a viable alternative can be to change to a shorter handlebar stem. It is still simpler and cheaper to modify the saddle you are already using.

I apologise for my very limited advice regarding the range of saddles. For this reason I would welcome any feedback from women who also decide to take saddle construction into their own hands. As yet I can only judge from my own experience and what I have read. I don't plan on buying another saddle for a long time and would like to hear of others' successes or failures with other saddle shapes and styles. Write to: Amanda Holt, Freewheeling Australia Publications, PO Box 57, Broadway 2007.



Left: Brooks B72 all leather saddle.
Below: Avocet women's anatomic with leather cover.



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Cycling in Christchurch

A planned return to cycling dominance

by Michael Burlace

In 1932, bicycles accounted for 70 per cent of traffic movements in the New Zealand city of Christchurch. By the late forties and early fifties there were estimated to be 80 000 cycles in use. In the mid fifties bicycles still dominated the scene, but increasing affluence brought the motor car within reach of more people. The working class stigma of the bicycle led to a decline in sales and the last local manufacturer, Cycleworths closed in the mid fifties. By the sixties the adult cyclist was a rarity. It was the old equation which did it: more cars mean less safety for cyclists, less safety means fewer cyclists, fewer cyclists mean more cars, more cars mean . . .

Cyclists had become a dying race, as a new report, *Cycling in Christchurch*, puts it. The report, prepared by the Traffic and Transportation Division of the Christchurch City Council, examines ways of reversing that equation. The reversal has obviously started. 11 years ago a cycle manufacturer started up and the oil price rises of 1972 and onwards have brought the bicycle back into some sort of popularity. Today there are possibly 60 000 cycling commuters – adult and child included but cyclists are only about ten per cent of the total commuting population in the inner city area. The percentage is almost certainly higher in the suburbs where there are more schools and fewer jobs. A little more than half the children cycle to school.

Bike plans and reports must be fashionable as governments do nothing for minorities unless it is seen to be politically necessary or advantageous. Cyclists in the developed and over-developed world are so thin on the ground that there must be some advantage in it for the politicians, it can't be necessary for them. As a result, many of the plans and reports are little more than whitewash jobs or nicely packaged words. The

suggestions contained in this report are much more than that, the final plan would lead to a vast improvement in cycling conditions and presumably in bicycle use. Will the plan be implemented and if so at what rate?

The report is realistic, advocating a mix of cycleways (separate from the rest of the road system), cycle lanes (on existing and new roads) and cycle routes (using ordinary streets with appropriate signposting plus cycle lanes and cycleways). Cost is a large limitation on any cycle plan and Christchurch is no exception to this. The report acknowledges this and expected difficulties with land belonging to organisations and individuals other than the council. One big problem is the restricted road width in many places which will force bicycle lanes to end just where they are most needed – at intersections.

Cycling in Christchurch finds that cycle accidents involving a motor vehicle AND an injury are falling – the 1977 total was half that for 1970 – but there is no obvious reason for it. There are no figures on bicycle accidents not involving a motor vehicle and an injury. The introduction of more facilities for cyclists is likely to lead to an increase in cyclist-cyclist accidents with the confinement of cyclists to a narrow but apparently safe cycleway or lane, but this may lead to a reduction in cyclist injuries because of reduced contact with motor vehicles.

Whether the report will lead to an improvement in conditions for Christchurch's cyclist and an increase in their numbers will depend partly on its implementation. A return to the days of 70 per cent of traffic being bicycles is dependent on rising oil prices more than on bicycle plans. With economics working against car owners, bicycles may yet regain their working class "stigma". At the moment any stigmas they have are youth, conservationist and trendy. More

than most other western countries, New Zealand is well placed for a return to bicycle dominance – it is extremely sensitive to oil prices and has introduced many measures which would be regarded as Draconian in Australia. These include restrictions on the use of the car (shudder) on certain days and under certain conditions. These restrictions are a while off in Australia and from the point of view of a Sydney or Melbourne cyclist the New Zealand cyclist may have it a lot easier. But there is no reason why New Zealand shouldn't be a leader in the swing back to two wheels. The Christchurch report goes a long way towards that end and shows what other places can do to redress some of the effects of rampant growth of petroleum-fueled cities.

Cycling in Christchurch is certainly a useful contribution to the growing list of plans and such and is well presented, starting with the history of the bicycle and cycling in Christchurch. It continues through the present, the needs and problems and how they have been located and it finishes with the future and how to influence it in the right direction.

The network of cycle routes will make a lot of the city and suburbs more accessible to people travelling to school, work or social events and make recreational and commuting cycling a lot safer and more pleasant. One point which is brought home in the report is that the producers of a bicycle plan are not the only ones responsible for its success, nor even for taking the initiative on various aspects of it. It puts a lot of responsibility where it belongs, on the schools, adult cyclists, various commercial and regulatory bodies and of course, the average citizen, cyclist and non-cyclist alike. How long before helping cycling becomes fashionable?

Available from Christchurch City Council, Box 237, Christchurch, New Zealand.



Cyclists in traffic, past, present and future:
Above, Manchester Street about 1954.
Below, mixing it with peak period motorists.
At right, on the Ilam Cycleway, a taste of things to come.



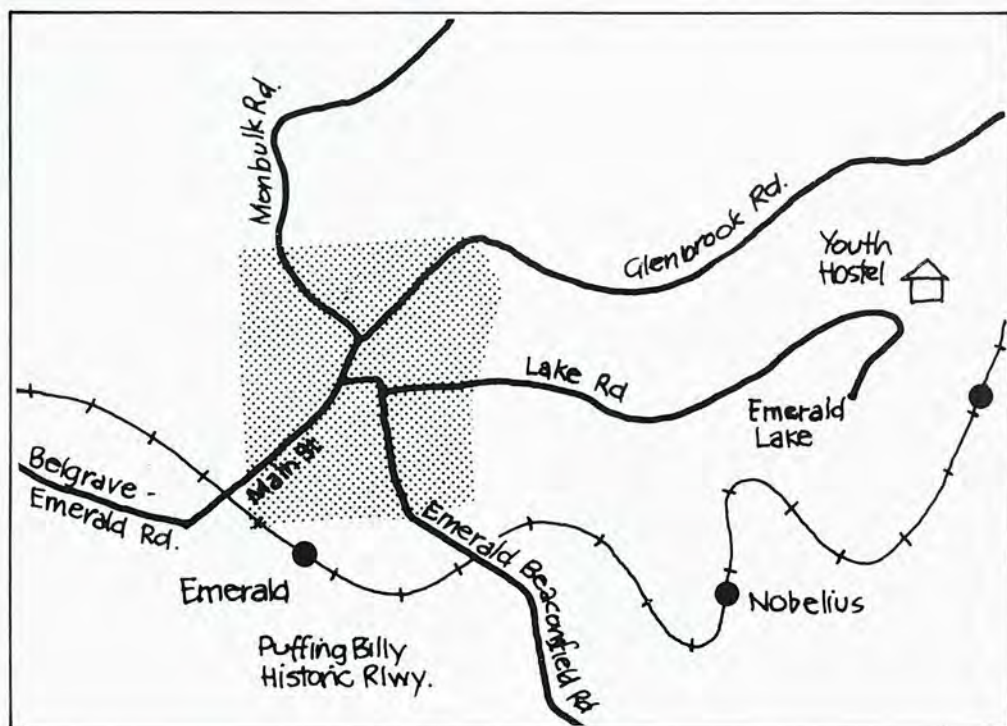
Emerald is a gem for tourers



by Russ Freemantle

Recently I rode with the Eastern Bicycle Touring Club on a weekend tour. A dozen of us set off from Nunawading Civic Centre and rode through Ferntree Gully and Beaconsfield to Emerald, where we stayed overnight at the new youth hostel. Cost was \$4 and \$1 for breakfast which is well worth the cost — fresh eggs, toast and spreads, tea and coffee etc. The hostel has an outdoor roller skating rink, trampolines, flying fox, table tennis, pool table, and archery equipment.

The following day we rode to Gembrook and then to Launching Place along the Gembrook Road, a dirt road but a good one. Our tour leader decided on a "small" detour which took us around in a large circle but nobody grumbled about the extra kilometres as the scenery was breathtaking. From Launching Place we returned via Montrose. On our travels we had numerous stops to take in the views and throw frisbees. A memorable occasion occurred when a car load of 'Norms' abused us. When the lads abused them back the car stopped as if wanting to cause trouble but when the lads chased after them in order to oblige, they sped off leaving only a cloud of dust.



The back roads east of Cardinia Reservoir are quite good, and the rolling countryside is well worth a photograph. By the way, we were the first cycling club to use the Emerald Hostel, the youth

hostellers used it the week after. I think the Warden has a soft spot for bikes. The hostel's just the place for stopovers during the winter months when a hot shower would be appreciated.

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Bicycles: How they work and How to Fix them — Rand McNally Publishers.

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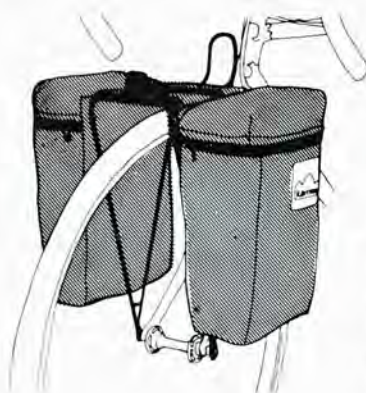
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