

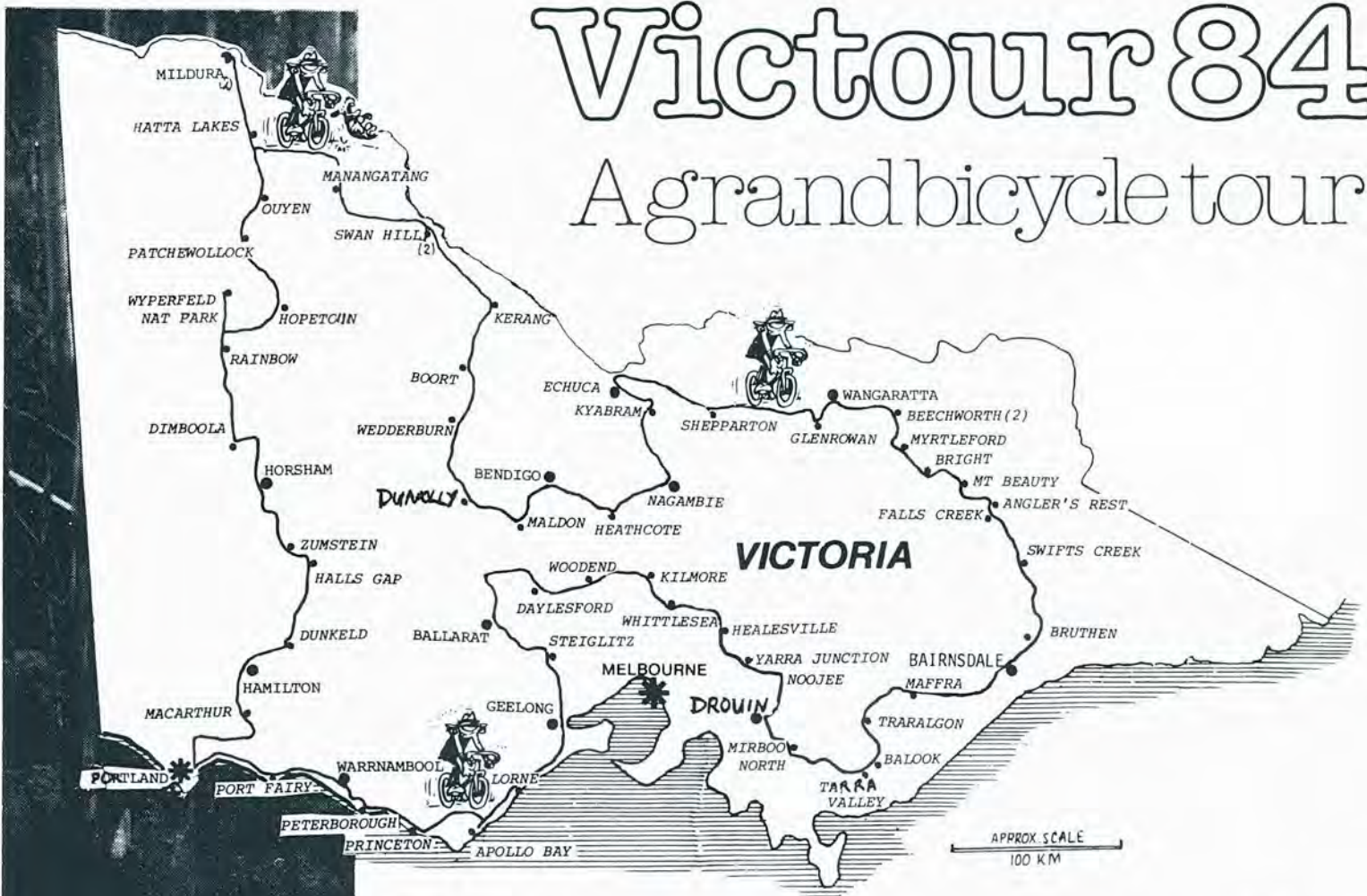
Freewheeling

Number Thirteen \$2.50*



Victour 84

A grand bicycle tour



A grand tour aimed at promoting both the bicycle and Victoria is being planned for the State's 150th Anniversary in November 1984. The idea has been greeted with enthusiasm by the Celebrations Committee and the Victorian Tourist Authority.

The preliminary route is shown on the map and covers some 3 200km. Each town marked represents an overnight stay on the leisurely ten-week tour. The slow trip allows for frequent rest days and daily distances of 24-75km, depending on the terrain and points of interest to be visited. National parks, historic towns and major tourist attractions are on the agenda.

The tour will start in Portland, where the official celebrations begin, then meander around the state clockwise, linking up the twelve regional centres. Each of the major centres has rail link-up so that participants could ride sections of the trip which interest them most or as time allows.

A faster itinerary of six weeks has been worked out for those whose major interest is the challenge of the distances involved. There are fewer rest days, and daily distances range from 40 to 120km.

It is hoped that the involvement of the regional tourist centres will provide a wealth of local information as well as assistance with promotion and publicity of the ride. It also invites the many country cyclists to take an active part in the event.

While many cyclists may prefer the convenience of their own camping equipment, the

tour organisers are hoping to establish a network of bike inns in the form of halls, old hostels, school buildings, and sports pavilions, etc, to house the cyclists during the tour. Cyclists would only need to carry a sleeping bag and map. Service groups such as Apex, Rotary, various parents clubs, and scout and guide groups will be approached with the idea of providing reasonably-priced meals as a fund-raising proposition.

Victoria has a great potential for the bicycle tourist and, in return, the promotion of a major cycling event could become a tourist boom for the state. Considering that some 12 000 cyclists took part in the American Bikecentennial, the potential for such an event is just as staggering.

Victoria has everything to offer the overseas, interstate and local tourist — the magnificent coastal scenery of Port Campbell, the grandeur of the Grampian Mountains, flower-laden deserts, the mighty Murray, pioneer and bush-ranger country, the challenge and remoteness of the Great Dividing Range, the lush deep forests of Gippsland and the Otways. Who knows — we may even tempt some four-wheel friends out of their armchairs, providing they change their number plates to VICTORIA — THE BICYCLE STATE.

Anna Erben

For more information contact the B.I.V. Touring Centre: 430 Waverley Road, East Malvern, 3145. Phone: (03) 211 7070.



Amanda Holt

Freewheeling 13

DECEMBER 1981

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AUTHORS AND 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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Bikepath to Disaster?



Sydney's recent petrol supply disturbances brought home once more the vulnerability of our transport system, with motorists queueing for fuel under government rationing regulations.

If anything, such disturbances are good for cyclists and cycling. The roads carry less traffic and the increasing numbers of people who turn to bicycles for transport are finding that two-wheeled self-propelled travel is an enjoyable, not a regrettable, alternative.

The bicycle industry, especially the retail/repair section of it always experiences an upturn in business and at least for a while, things seem to favour the bicycle as a significant mode of urban transport. It should be during such times that concepts and projects such as the Newcastle bike plan receive prominence for the part they will play in the future conservation of precious liquid fuels.

This is the challenge NSW Transport Minister, Peter Cox, now has to face as he considers the final study document. The plan has come a long way and all that remains is its implementation.

A lot of people have put varying amounts of time and energy into ensuring that in NSW we could not only improve on work already done in Geelong, but guarantee the safety of future generations of child adult cyclists in this state. This in turn would produce increased savings in petrol consumption.

So why all the fuss about the bike plan to date? Firstly, the plan was supposed to be finished last December and only now, one year later, is a document surfacing. The consultants' work (mostly engineering) was completed more than a year ago. There is evidence that the other programs in the 4Es approach (education, enforcement and encouragement) were also worked out months ago.

The problem doesn't seem to be entirely a political one either. The Wran Labor government has shown more than an interest in bicycle planning in this state. It was the Wran cabinet which ordered the study to be undertaken and since then it has set up a State Bicycle Advisory Committee with a yearly budget of \$333,000.

The Newcastle cyclists themselves have all worked hard to see the plan through to fruition. They have devoted at least as much time in their voluntary capacity as the consultants have to ensure not just a good bike plan, but a good one for the cyclists too.

The source of the problem as far as the cyclists see it is with the conduct of the bike plan study by the Traffic Authority, or more specifically the attitude to bicycle planning of a group of entrenched public servants whose secret policy is to further the interest of the motor car.

Evidence that something was amiss with the conduct of the study surfaced in July last year when the then-president of

the Newcastle Cycleways Movement, John G. Mathieson, wrote to the deputy director of the Traffic Authority, Bruce Hazel, who is the bike plan's project director. The three-page letter expressed concern that the bike plan would not be completed (a concern which is still held by the NCM at this late stage).

At present, the Newcastle bike plan appears to be in excellent health with respect to physical planning (i.e. the work of the consultants), but a dismal flop in virtually every other respect. Indeed, at the moment, the plan is in danger of losing its most important supporters, namely Newcastle cyclists.

In a controversial paper presented to the Bike Plan conference in Geelong in November, the NCM was more specific and outlined the major problems for the failure of the bike plan study. These are;

1. The Traffic Authority failed to provide a co-ordinated approach to the conduct of the study (for example, the study has had a progression of five project officers);

2. There has been a total lack of bureaucratic support for the bike plan since its inception.

This last point is made more obvious to the outsider when the conduct of the Geelong study (two years from concept to implementation) is compared with the Newcastle one (five years to achieve almost the same result, but with the experience of the former to supposedly cut down the work involved).

For any government eager to prune rising costs, the Wran cabinet and particularly Mr Cox need look no further than their own bureaucracy for evidence of waste and misuse of precious public funds. When one compares a project such as the bike plan with other large road works projects, the money needed to fund it is chickenfeed.

When will planners and politicians alike realize that bicycle planning is low-cost planning which eventually benefits all road users and the community at large. Perhaps the real problem with the public servants is that they did not think of the idea in the first place, that the concept originated from a political source and not from the depths of their bureaucratic empires.

It would be a shame to see such a worthwhile undertaking dismantled before it gets going. Cabinet and Mr Cox must realise the absolute poverty of the information being supplied to them by some departmental advisers with no interest in bicycle planning whatsoever.

It would be a shame for all cyclists and cabinet if the bike path to disaster were paved with their good intentions.

Write On

French Tour

Next May I am planning a cycle tour in France. I would like some information about the cost of bicycles and accessories in France or whether it is more worthwhile to take my own bike over with me. If there are any readers who have made a similar trip, I would very much appreciate it if they could send me some details of the costs involved – and any other useful hints they can think of.

Sue Mathews,
306a Rathdowne St,
North Carlton 3054
Phone (03) 347 7182

Keep It Up

I very much enjoy reading *Freewheeling* and am also a subscriber to *Bicycling*. Considering the difference in size (population) of Australia and the USA and other circumstances, you do a mighty job. Keep the bike routes coming and any info on trips to Victoria.

Eric Bennett
Colac 3250

Hercules Bicycle

While reading through *Freewheeling* 9, I saw a letter from R.M. Armstrong of Nowra, NSW. In his letter, he asked for assistance in dating his Hercules bicycle.

While I have no knowledge of his bicycle, I can suggest he contact Robert and Ken Thompson of Wendouree, Ballarat. I do not have their full address unfortunately, but this can be checked at a post office, preferably the main city post office which has a comprehensive guide. The two brothers have an extensive collection of old bicycles and accessories at their museum, which is open to the public on weekends. They may be able to assist Mr Armstrong with his enquiries.

Mr Armstrong also mentions various facts about the Australian bicycle industry and its development. At the moment, I am in the process of writing a book on the history and development of the bicycle in Victoria (see *Write On*, *Freewheeling* 11) between 1880 and 1914. I consider those years to be the best in bicycle development as it was in the early 1880s that Victoria was introduced to the penny farthing and later, in the 1890s, the safety bicycle. I have almost finished compiling this information and hope to be able to present it to the publishers soon. I have my fingers crossed that it will be accepted for publication.

Kim Fawkes,
2/23 Cardigan Street,
East St Kilda 3182

Write On is the readers' column. That means that if you have an opinion, you're planning a tour which would interest others or you want to know something other readers may be able to tell you, put it on paper and send it to us. Ideally, letters should be typed. Clear printing or writing is next best. Write to *Freewheeling*, PO Box 57, Broadway, 2007.

Freewheeling cannot answer questions on touring, bicycles, politics, gear etc. Please try other cyclists or your local bicycle institute or club. If the questions and answers are of general interest to other cyclists, air them in *Write On*. Please note that tirades against products which will result in libel writs for you and *Freewheeling* are not usable.



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Light on safety

A couple of thoughts about city riding which I feel are worth passing on. The first is a safety matter. It can be summed up in a few words: Beware the new Mercedes buses, especially on wet nights. Better still, avoid as much as possible their much-used routes. I consider myself a reasonably safe cyclist but was caught out the other night on Parramatta Rd. These fast-accelerating dreadnoughts seem to send nearly all their supercharged engine noise out the back, and they don't (yet) rattle and shake like the old Leylands. They are also capable of travelling fast under all sorts of conditions, and after talking to a bus-driver friend, drivers seem to be catching up on some lost "fun". In short, I didn't know it was coming, veered slightly to miss a pothole, and had it hiss past me with a heart-stopping gap to spare. Maybe Nifty thinks we should all be doing the Centennial Park circuit with him instead of getting to work and back. Anyway, it's certainly got me off Parramatta Rd.

The other matter is about a lighting set-up which has worked without fail, and in the long run, cheaply. It does, however, require an initial investment. The system comprises Berec front and

rear lights, a Tandy battery charger, (takes four D cells), and four nickel cadmium rechargeable D cells. You do have to remove the batteries more often but it's a habit you get into fairly quickly. The idea is to recharge them every few days, rather than let them run down completely. Overnight is more than adequate. Rechargeable batteries are also considerably lighter than conventional batteries. After two years using the same batteries I'm saving money and have been for some time.

Paul Keig,
Annandale 2038.

Women's Saddles

I've been interested in the issue of women's saddles for some time after suffering from the gents saddle thoughtlessly added to my open frame cycle. I've now changed to a ladies Sella Italia. It cost me about £7 and has proved to make my cycling totally painless, as far as I can tell. I am prepared to accept that I may unconsciously shift my weight onto my forearms (as suggested by Amanda Holt in *Women in search of a saddle* in *Freewheeling* 10) but I am not aware of this. I notice you have strong criticisms of the Avocet, but the ladies Sella Italia seems to meet favourably with female cyclists I have met – indeed it was recommended to me by one after 11 previously unsuccessful saddle choices.

I'm contemplating changing to a Reynolds 531 diamond frame and wonder whether the consensus among your female readership is for the diamond frame (considering rigidity etc),

Frances Duncan
Cleveland, Britain.

Why, Rosemary?

As I am a youth hostel warden, I ask "why?" to the organization of an accommodation list as proposed by Rosemary Smith of Balmain, NSW in *Write On, Freewheeling* 11. Is the International Youth Hostel Federation which operates in 56 countries throughout the world so incompetent and hostel fees so inhibitive that a few people want a separate organization, for all the time and effort that goes into such an undertaking?

Would it not be better if individuals and groups created more hostels in strategic locations for the majority of cyclists (benefiting all users, whether they are cyclists or not).

Yes, I know that there is red tape in any organization, but any organization needs active people to continually improve it rather than weakening it by forming splinter groups. No YHA organization in any state would turn down a suitable hostel in a prominent position. To me any person who places his or her name on such a list ties themselves to their dwelling seven days a week, 52 weeks a year. Very often there is a youth hostel warden trying to make a living just down the road. Accommodation lists make it all the more difficult for state YHAs to create more hostels for people in all walks of life – not just for cyclists.

I challenge cyclist groups to build cycle storage sheds and bike stands at each established hostel – many more travelling cyclists would benefit for many years to come. (Such as the 80 or so hostels in England and Wales with such sheds and local support.) Ms Smith states that there are 750 cycling contacts in the USA. As there are 250 hostels already in

Freewheeling

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- (d) represent that the corporation has a sponsorship, approval or affiliation it does not have;
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A breach of a provision of Part V of the Act may involve a penalty of up to \$50,000 plus damages and an injunction.

Attention is drawn to State laws that govern advertisements and in particular the Consumer Protection Act, 1969 (NSW).

Therefore it is an express provision of *Freewheeling Australia* Publications accepting any advertisement that the advertiser and the advertiser's agent warrant that the advertisement complies with all State and Commonwealth laws.

Write On

the USA and many are home hostels open to all, would not many of the cyclists' efforts be longer lasting with the addition of another 100 hostels throughout the country? Adding more hostels to the 90 or so already in Australia seems to me a more constructive use of time and energy.

E. Douglas Snare
Launceston. 7250

Wrong Way

I read with interest the article published in *Freewheeling 11* on cycling in the South Island of New Zealand. Having been born in Dunedin and cycled that island six months ago, I think it is fair to warn your readers that the route taken by the cyclists as depicted in the map is not only slightly incorrect but could result in unnecessary anguish if anyone followed it. The particular part I am referring to is that piece of road between Queenstown and Wanaka. It is called the Crown Range and while I don't doubt that lurking in the world somewhere is a cyclist who's "been there, done that,"

your authors certainly didn't. Their trip took them via Cromwell.

Claire O'Connor
Somerton Park 5044

Oops! We were responsible — Freewheeling

WORLD BIKERIDE

Many people will remember the *Ride Against Uranium* protests of 1975, 76, 77 and 81 which involved over a thousand riders all told and were important building blocks in the anti-uranium campaign. Now the Atom-Free Embassy and Friends of the Earth are organising *World Bikeride for a Nuclear Free Future* to leave Canberra in early March 1982. The route will follow the railway line for most of the journey which winds through Sydney, Brisbane, Townsville and Mt Isa to Darwin.

The ride will include visits to several uranium mines and other places of interest and aims to hold meetings and show films in many of the towns it passes through. We are seeking to make contact with people along the route who

can organise publicity, arrange accommodation, provide support vehicles, arrange meetings or join in for a leg of the journey. We are also seeking support in terms of financial backing. After arriving in Darwin in early July, the ride will depart by boat for Japan via the Solomon Islands to attend the remembrance ceremony in Hiroshima on August 6. After Japan we hope to catch the trans-Siberian railway to Moscow and Europe to carry our message for peace, disarmament, and a nuclear-free world.

A 16-page Atom-Free Embassy booklet giving details of timetables and routes will be published early in the New Year, and can be obtained from FOE, 101 Cleveland Street, Chippendale, 2008, Phone: (02) 698 4114, and from local and state anti-uranium groups. Any information or inquiries can be directed to the above address.

The money required to provide adequate food, water, education, housing and health for everyone in the world has been estimated at \$17 billion a year. A huge sum of money about as much as the world spends on arms every two weeks.

Protect and survive.

CYCLISTS' ACCOMMODATION DIRECTORY

The Directory is a list of people who offer simple hospitality to touring cyclists. Anyone on the list can stay with anyone else on the list.

Cyclists who use the Directory are asked to write or call in advance. They are urged not to drop in unannounced.

The first Directory has been sent to everyone in it. The next one will be printed in the summer.

To be listed, please send me your name, address and phone number(s). An indication of where you live (e.g. 35km SE Canberra; 5km W Sydney GPO) would also help. Enclose a self-addressed stamped envelope for your copy of the current Directory.

The Directory is printed and distributed privately and a small donation to help defray costs would be appreciated.

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Thanks, Peter

We thank you Mr Peter Kent for your sagacious poem,
Warning us to leave our helmets off when we by bike do roam.
We'll not be fooled by crass statistics fed to us from above,
We'll trust our brains to lots of luck, to kindness and to love.

Written on behalf of:

Graeme, Paul, Felix, Julie, Mark, John, Scott, Ken and Mark. Some friends and acquaintances who have died in cycling accidents from head injury in recent years (none were wearing adequate helmets).

Sebastian, John, Peter, Tony, Arthur and Mark. Some friends and acquaintances who sustained permanent disabling, head injuries whilst cycling (none were wearing adequate helmets).

Matthew, David, Mal, Denis, Ian, Tony and Neil. Some friends who have very damaged helmets yet sustained no head injuries.

And me who would have appeared in the obituaries 14 months ago but for my helmet.

Chas Coin
Biketech
Wallsend 2287

P.S. Call by some time and I'll let you have a look at it.

P.P.S. Don't bother, we need statistics like you if cycling facilities are to be improved.

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Australia's Cycling Press

In great shape – at the moment!

Warren Salomon, publisher of **FREEWHEELING** takes his own look at the current state of the cycling press in Australia and reviews the field of magazines for the bike rider.

The fact that in Australia we are experiencing a revival of interest in cycling is in evidence by the number of specialist cycling magazines available to a literate cycling public.

I am often amazed at how in a country which places such a high value and interest in the printed word why these magazines have such limited support. Certainly the kind of reader who regularly buys and reads one or more of the publications reviewed will see evidence of this. Firstly, most are hard to obtain through specialist cycle outlets and are lost in a maze of magazine titles at the local newsagent. The larger brand name firms are notable only by the absence of their advertising copy.

There is strong evidence that the Australian Cycling Press is in good shape with regards to its editorial content but is being ignored by the people who supposedly should need and use its communication potential: the bicycle trade.

content, including most of its cover pictures deal with the sport of adult cycle racing. Its advertising copy likewise. It has occasional touring pieces and regular articles concerned with the increasing activity in bicycle planning.

Its editor has long been involved in cycling activism and retains a keen interest in promoting cycling as a sport and a recreational activity. The magazine coverage of important planning projects such as the ones going on in Geelong and Melbourne, and the one about to begin in Newcastle provides an important coverage for the cyclist and professional planner alike. Most of all, *National Cycling* is a committed member of the cycling community and willing workers in the struggle to get a better deal for racers, commuters and recreational cyclists alike. *National Cycling* usually runs to seventy or so pages and like most news orientated publications its text paper stock is newsprint. Its layout is friendly but patchy. Photographic material is always clear, informative and suited to its audience of race enthusiasts. Subscriptions cost \$9 per year (6 issues) and can be obtained from *National Cycling*, P.O. Box 146, Queanbeyan. NSW 2620. Usual cover price is \$1.50.

money. Let's hope that they have done their sums correctly.

Currently BMX is the rapid growth sector of the bicycle industry. It is the only area where the major importers of bicycles can put their advertising dollars and be guaranteed a handsome return. The area is seen by some as a potential gold mine. It is easy to forget these days that even millionaires like the late Bruce Small started out making money from bicycles in the 1930's and 40's.

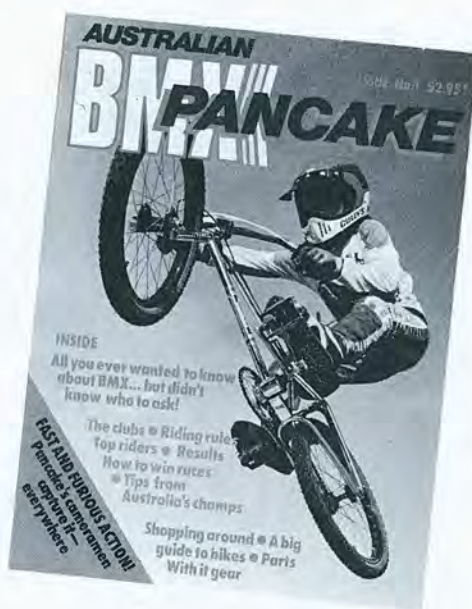
The sport itself is still in its infancy and has a lot of growing up to do. For example, it is incredibly sexist and condescending towards women. *Pancake* is right in this with a two page spread called 'Powder Puffs throw dirt', featuring lines like 'They're more likely to be throwing dirt, however, than stuff from a handbag'.

The sport will eventually have to come to grips with these attitudes. Changes are overtaking our society and eventually the sheer number of female riders will provide the catalyst.

A visit to a BMX track on the weekend is an interesting experience. All of the colour hype and hoo-ha which is associated with motor racing is there but as the sport is mainly concerned with kids between approximately 5 and 25 years the feel of things is different. For a start there is the quietness of the bicycle (the noise is usually replaced by a loud speaker system). Though the kids are the up-front participants, the parents are the real power behind the thrones of the many kings the sport has already created. It is often enjoyable to watch the parents' performances just as much as their children's. BMX is above all a middle class sport and the trade needs to take note of this if other areas of cycling are to be considered as profitable as this one. The cost of this highly consumptive sport (to the parents) must be phenomenal. Some top line racing machines are worth more than a hand-built, fully equipped adult touring or racing bicycle.

Enough said of the sport. What of its new offspring, *Pancake*?

The first issue now on sale marks the entry into the field of the cycling press by a large publishing house (Horwitz). The magazine sells mainly through conventional magazine outlets at \$2.95. For your money you get about a hundred pages of text with the usual lack of advertising copy. The difference between this and other cycling mags is the presence of two of the market leaders. Almost half of its pages are colour and



NATIONAL CYCLING

This is currently Australia's oldest cycling magazine. It is published every two months and is edited by John Drummond. The bulk of its editorial

AUSTRALIAN BMX PANCAKE

This magazine is the newest addition to the Australian cycling press. It is possibly the closest thing cycling has got to a slick, glossy specialist periodical. Like the activity it promotes, *Pancake* oozes

at least half of its editorial space is given over to pictures. When compared with overseas BMX mags *Pancake* comes up smiling except that the lack of advertising support will have a few Accounts people biting their fingernails. In such a supposedly competitive area as BMX sales one would think (like the publishers thought perhaps) that the bike and accessories importers would be crawling over themselves to get their message into print in front of their competitors. They now have that chance to reach their audience directly. BMX is a highly consumptive sport and is even showing signs of eclipsing adult cycle racing in the eyes of the world's largest manufacturers. They would be fools not to support this magazine. It would be senseless to criticize a magazine still in its first issue so we shall leave *Pancake* to get on with its job and wish it success. The sport of BMX is assured of a long future though we should see some settling down in years to come. Hang on in there, *Pancake*.

Pancake lists over one hundred BMX clubs, so that demonstrates the present strength of BMX. The magazine, like most large circulation glossies doesn't advertise for subscriptions so you can buy your copy from your local newsagents.



FREEWHEELING

Now four years old and into its thirteenth issue *Freewheeling* set its standards for content and style early in the piece and has managed to maintain them. *Freewheeling* was originally designed as something worthwhile to keep, and which would be most of all useful to its readers. This approach is borne out by the strong and continued demand for back issues. (Numbers one and two have sold out and issue three is about to become a collectors item also.)

The magazine like all the publications reviewed still has problems paying its way due to poor advertising support from the industry majors and lack of interest from enough retailers in the cycle trade. *Freewheeling* owes its existence to the enormous amount of voluntary work put into the magazine in its early years. Nowadays it still relies on this support for its editorial content though most stages of technical production are done on a professional basis. (The first four issues were entirely printed and produced by its publishers.)

The production is now undertaken by a group of 4 or 5 persons working part-time with support from a similar number of generous volunteers and article contributors. Most of the positive and encouraging feed-back from readers has concerned the down to earth style of the published articles and guides. It is very much a magazine by and for cyclists and retains a keen and committed stance on important events in the cycling world, such as the Geelong, Melbourne, and Newcastle bike plans.

It has maintained an independent stance throughout its existence and sees its future financial support coming from a growth in subscriber numbers, and its present mail order bookshop.

Though most of its readers reside in the capital cities a growing number of readers are from rural areas.

Freewheeling has been an active promoter of bicycle touring in Australia and has published articles on the first of a network of rural cycle trails.

If *Freewheeling* can in turn find support for its efforts the future looks good for bicycling and bicycle touring in this country.

Freewheeling is available by subscription by using the form provided in this issue.



TROCHOS

This monthly touring magazing is published in Melbourne and is now over one year old. Its editor/publisher is Peter Innocent who with others started the magazine in response to the growth of touring in the state of Victoria. Its editorial pages though mostly written for Victorians often contain touring information from all over the country. There is also a calendar of rides put on by the many touring clubs in Melbourne and its environs, and a few good technical articles have already appeared.

Trochos has a monthly publication schedule and so is best able to provide up to date news of events in the cycling world and so far has done so. Whether or not its publisher can keep up with the rigors of monthly publication deadlines remains to be seen but already the mag has provided a valuable addition to the Australian cycling press. As with most of the new wave of Aussie cycle mags *Trochos* is a bit light on for advertising. For what seems an ideal (and cheap) advertising medium this magazine has been ignored by wholesalers and retailers alike. The best supporters/beneficiaries are retail specialists. All of this highlights the woeful fact that the bulk of the cycle trade needs to be educated in the needs of touring cyclists before any real growth in this activity can take place. Touring badly needs promotion and the industry will benefit from the efforts of this magazine if only *Trochos* can survive without this support. *Trochos* is best available by subscription (\$20 for 11 issues) by writing to *TROCHOS*, subscriptions: 16 Kellaway St, Maidstone Victoria, 3012.



PEDAL POWER (ACT)

This is one of Australia's oldest magazines produced by a voluntary

cycling organization. In its present magazine format it is quite successful and its editors have managed to get copies into selected retail outlets inside and outside the ACT. Some of its best work has been in its product reviews and technical pieces. Because it grew from being the newsletter of *Pedal Power ACT* it still retains news and information of vital concern to cyclists in Canberra and the ACT, and it still remains Canberra's best source of information for its healthy cycling population. It can be obtained by subscription by joining Pedal Power ACT. Send \$10 to the Secretary, Box E 305 Canberra, 2600 and your bimonthly copy will be posted to you. Copies can also be obtained at \$1 per issue from selected cycle shops in Canberra and Sydney. Write for list.



PEDAL POWER (BIV)

Once again this magazine grew from being the newsletter of the Bicycle Institute of Victoria into an always interesting and informative magazine for its members. No attempt has been made to circulate the mag outside of its membership but copies have always been sent to politicians, planners, and professionals in the areas of cycle

planning to keep them informed and up to date.

Because of the influence and work put into it by its honorary research officer Alan Parker, *Pedal Power* (BIV) has always been the most informative of all the club mags. Alan's resources are to say the least voluminous and are matched only by his writing style as it

appears regularly in *Pedal Power*. In brief, a must for any committed or vaguely interested cyclist anywhere in Australia but particularly in Victoria. Subscription free to members of the BIV. Send \$5 to Secretary, BIV PO Box 1961R, Melbourne 3001. (Published bi-monthly.)



PUSH ON

This is the journal of the Bicycle Institute of NSW and was the first of the club magazines to make the transition from a small scale newsletter to large format magazine. In doing so its previous publishers made the error of considering the magazine as an entertainment rather than as a tool to inform and educate its readers (membership) in the important areas of cycle planning and technical expertise. This seems to be now on the way to being rectified under its new editor, Clive Lackey. The magazine is typeset to improve appearance and to fit more information in. It is reasonably supported by advertisers considering its size and distribution. Up until recently the magazine was only available to members though copies are now available through some bicycle shops in the Sydney metropolitan area. In every issue the magazine contains the latest edition of the immensely successful Touring Calendar advertising tours for the coming two month period.

Push On is published every two months and is delivered free with membership. Send \$6 to BINSW 399 Pitt Street, Sydney 2000.

BICYCLE TOURS

Bicycle Tours offer a variety of trips in Tasmania, N.S.W., Victoria and North America. These range from day trips and weekenders to 5-10 day tours and a 25 day excursion in the Vancouver/Seattle region of North America slated for July. Costs are very reasonable, groups are limited to ten, and a support vehicle accompanies most tours. Several trips during school holidays. Send for free brochure.

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SCHEDULE OF TRIPS

Tasmania	5-14 January
	15-22 January
Victoria	26-28 January
	1-5 February
	April & May
N.S.W.	May & August
Vancouver/ Seattle	July



This survey covers only those magazines which are on sale as well as available to members of the clubs which produce them. *Pedal Power Vic.* has been included because of its wide circulation.

Around the country



BIKE PLAN GOES TO SBAC

Sydney: The Minister for Transport Peter Cox has referred the Newcastle Bike Plan to the State Bicycle Advisory Committee (SBAC) for study and recommendations. The action is seen by some cyclists as a further stalling action by a government and its bureaucracy landed with a large undertaking not of their own doing.

Word from inside the public service is that the Traffic Authority of NSW and its deputy director will be glad to see the end of it. The plan document has emerged from the printers and it is easy to see that the Traffic Authority of NSW is confused by the 'monster' they have given life to by the air of secrecy and paranoia which has so far surrounded the study document itself.

By referring the document to SBAC, Minister Cox has presented his senior public servants with one of the most difficult situations they have had to face since cycling was placed on the NSW Government's books back in the late seventies.

In accordance with the 4E's approach of the Bikeplan the SBAC has for some time been meeting as sub-committees ostensibly to deal with the total bike plan concept.

The SBAC is in much better shape now than under the previous regime (see *Freewheeling* 9). The new chairman David Iverach has impressed the cyclists and public servants who sit on the committee with his energy and willingness to raise the professional capabilities of his committee.

The committee now more than ever is composed of more interested and enthusiastic members with more direct knowledge and experience of the matters with which they are dealing.

The difficulty of SBAC's job in dealing with the Newcastle Bike Plan is that it was set up long after the study was commenced and to administer a yearly budget for local government initiated cycle projects.

Now it has been lumbered with a full 4E's bike plan which would completely exhaust its yearly budget even if the two local governments in the Newcastle area could afford to foot half the bill.

Clearly the path is difficult for SBAC but not impossible. The committee has the resources and only recently the power to take on the Bike plan and make it a show piece project it should be. The funds will need to be found and Minister Cox has already indicated that a review of present funding arrangements will soon

be held. More, what is needed is the will-power to see such a valuable contribution to the welfare of the people of NSW through to a finished state.

Warren Salomon

RAISING THE STANDARDS

Cyclists have been bestowed with an incomplete and inconsistent series of Australian standards covering our needs. The Bicycle Federation of Australia (BFA) as one of its earliest tasks has set out to rectify this deficiency. This article is a report on some of the latest developments.

We have three Australian standards: AS-1927, Pedal Cycles: AS-2142, Reflectors for Pedal Cycles: AS-2063, General Purpose Protective Helmets.

The trouble is that on the one hand the helmet standard (which covers cycle and other recreational helmets) is so high that only one helmet designed specifically for cyclists (the Guardian) has received the Standards Association of Australia (SAA) approval.

The Guardian and the two other helmets (Bell and MSR) which are commonly recommended by commuting and touring cyclists are so expensive that only a small proportion of the cycling population buys them.

Yet, one group of cyclists, those who ride BMX, have no need of such a high standard in their relatively slow, motor car-free racing environment.

On the other hand, however, the other two standards are so low as to be of little protection to cyclists and they do not take into account the most recent developments in measuring and testing procedures.

To complete the picture, we have no Australian standard for bicycle lighting, despite a recommendation more than three years ago by the House of Representatives Standing Committee on Motor-cycle and Bicycle Safety, that the SAA "prepare an appropriate Australian standard for bicycle lighting."

It was against this background that the BFA, at its second meeting in November 1980, resolved to take action on standards. In particular, it was agreed to:

1. Seek the establishment of an SAA committee to prepare a separate cycle lighting standard for front and rear lights, as in Britain;

2. Seek the redrafting of the bicycle reflector standard in the light of new research evidence; and

3. Seek upgrading of the bicycle standard, especially so that all bicycles be

fitted with two brakes, again as per the British standard.

I was appointed the federation's coordinator on bicycle standards to pursue the implementation of these resolutions.

Since that meeting, correspondence with the SAA has established the following:

1. The two-brake recommendation will be referred to the relevant SAA committee (CS/10). However, this committee has not met this year.

2. The SAA intends to adopt the International Standards Organisation (ISO) standard for cycle lighting when it is finalised. The SAA has also indicated that it will be at least 18 months before this happens.

3. AS1927 "is in the course of revision and the question of the position of the rear reflector will be raised at the next meeting" of CS/10, when other suggestions relating to reflectors will be considered.

4. The Bicycle Federation has been invited to send a representative, at its own expense, to meetings of CS/10.

One point which the SAA has also raised is the difficulty of leading in the development of new standards for a product for which there is no Australian manufacturer, such as cycle lighting. The development of a unique Australian standard would not ensure that overseas manufacturers would develop lights to meet the standard or have them AS-marked to such a standard as the local market is such a small one in their terms.

It is clear from this history of cycling standards that unless cyclists take action to ensure standards are drawn up and to see that they are drafted properly, we will be left out in the cold. We have a most unsatisfactory situation at present which is changing only very slowly and we will have to take stronger action for quite some time before we get anywhere. The BFA has made a start but we will need the support of all cyclists, through their state and local bicycle movements, in our campaign.

Malcolm Crompton

VICTORIA FEELS THE CUTS

The razor gang's cuts have been felt in Victoria where a series of studies commissioned by the State Bicycle Committee has been completed just in time.

The consultants who did the work did what they were asked to do and the studies are complete in that sense. However, some of them unearthed some more questions. The studies are now the most up-to-date research available on such important areas as dual mode (bike-rail), product safety standards (brakes and lights), helmets, accidents, safety clothing, mopeds and legal aspects of bicycle riding.

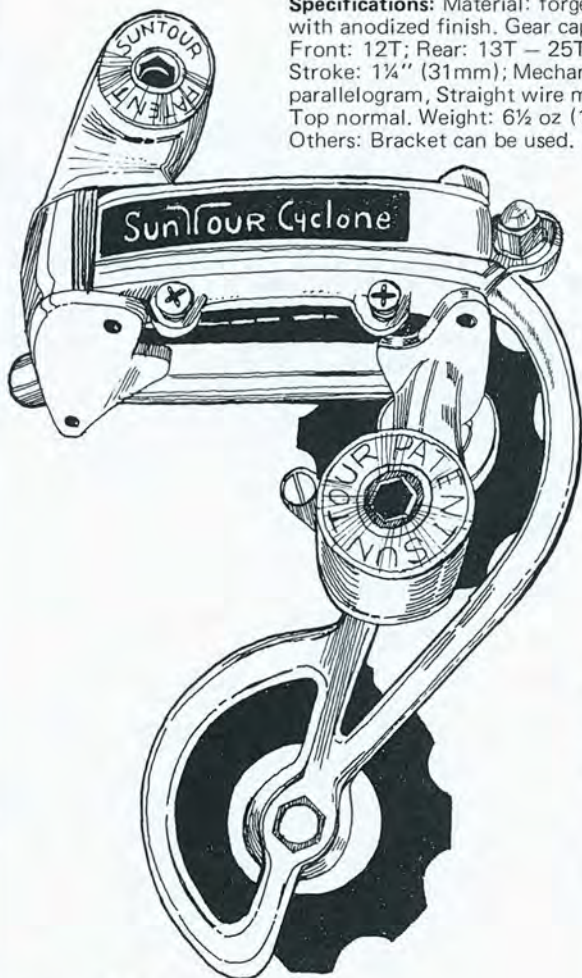
Alan Parker

THE SUNTOUR Cyclone WAY TO TROUBLE FREE RIDING

REAR DERAILLEURS

Model: RD-1700

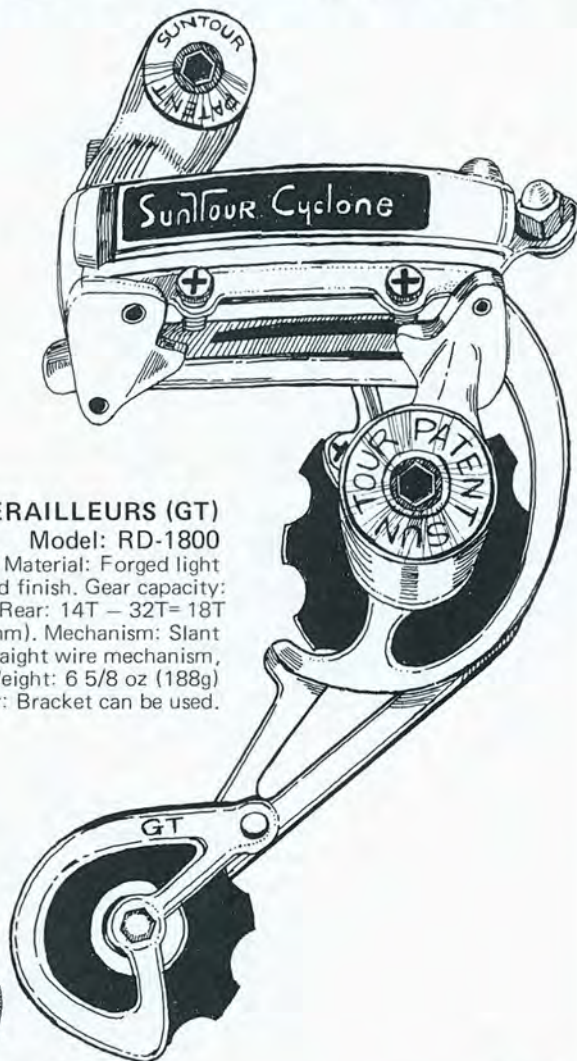
Specifications: Material: forged light alloy with anodized finish. Gear capacity: 24T Front: 12T; Rear: 13T – 25T = 12T Stroke: 1 1/4" (31mm); Mechanism: Slant parallelogram, Straight wire mechanism, Top normal. Weight: 6 1/2 oz (184g). Others: Bracket can be used.



REAR DERAILLEURS (GT)

Model: RD-1800

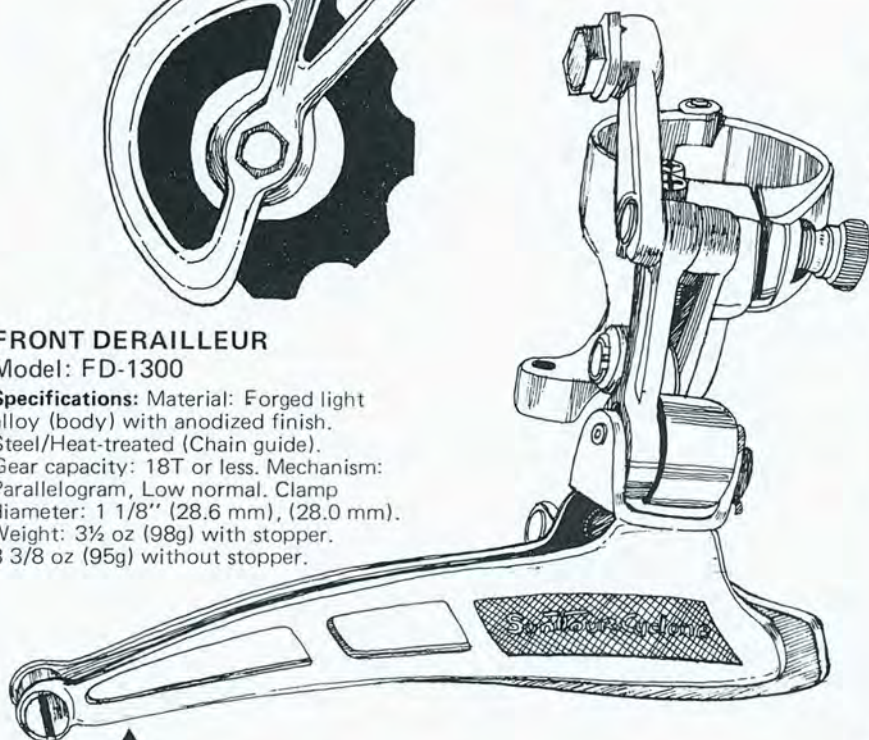
Specifications: Material: Forged light alloy with anodized finish. Gear capacity: 34T. Front: 16T; Rear: 14T – 32T = 18T Stroke: 1 1/4" (31mm). Mechanism: Slant parallelogram, Straight wire mechanism, Top normal. Weight: 6 5/8 oz (188g). Other: Bracket can be used.



FRONT DERAILLEUR

Model: FD-1300

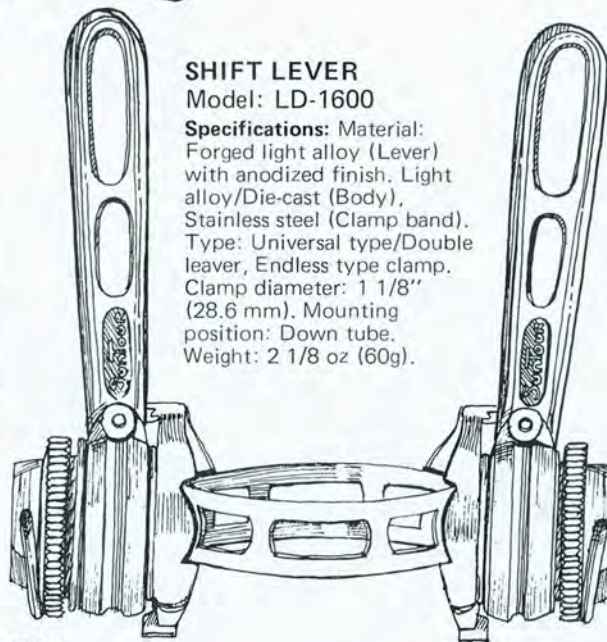
Specifications: Material: Forged light alloy (body) with anodized finish. Steel/Heat-treated (Chain guide). Gear capacity: 18T or less. Mechanism: Parallelogram, Low normal. Clamp diameter: 1 1/8" (28.6 mm), (28.0 mm). Weight: 3 1/2 oz (98g) with stopper. 3 3/8 oz (95g) without stopper.



SHIFT LEVER

Model: LD-1600

Specifications: Material: Forged light alloy (Lever) with anodized finish. Light alloy/Die-cast (Body), Stainless steel (Clamp band). Type: Universal type/Double lever, Endless type clamp. Clamp diameter: 1 1/8" (28.6 mm). Mounting position: Down tube. Weight: 2 1/8 oz (60g).



AVAILABLE AT QUALITY BICYCLE DEALERS
THROUGHOUT AUSTRALIA.

What ever happened to Mr Plod?

The most serious problem with Australia's police forces is that they have effectively abolished that Enid Blyton character, Mr. Plod, the local policeman who walked and rode his bicycle over a fixed beat and knew everybody and every street, and

kept a watchful eye on things in general.

From the end of the Second World War right up until about 1960, in NSW police patrolled the residential streets as well as the main roads and made sure that cyclists had lights on their bikes and gave

children warnings for doing stupid and unsafe things with their bicycles. Over a thousand cyclists a year went to court because they had been picked up for having no lights on their bicycles and nearly all cyclists had lights on their bikes as a consequence. Now 75% of the children in NSW have no lights on their bikes and about 50% of the adults, and the reason for this is that the police stopped enforcing bicycle laws when they stopped using bicycles.

There are now over 30,000 burglaries a year in NSW many of which would not happen if bicycle patrols were brought back. When the police moved into squad cars they kept to the main roads and lost their contact with local people and the opportunity to tick a man off for letting his kid ride a bike with no lights, or to see a crook loading up a vehicle with somebody else's home contents. Now all kinds of crime flourish in residential areas and the police no longer look after the safety of child cyclists and the bikeplan does not document the reason for this and make it clear to the government that this is wrong and that there are not sufficient police where they ought to be.

On whose authority, or which government decided to abolish Mr. Plod we don't know, it's probably one of these stupid things that happens so slowly that no one notices, but now is the time for cyclists, women who are frightened to take a walk at night, all those people who have had their home burgled or their cars stolen from the garage to demand to get Mr. Plod back before the rot really sets in.

A third of all bicycle fatalities occur at night and at dusk or dawn in NSW, and most of these cyclists had either no lights or ineffective lights so the policy of ignoring cyclists has to be pointed out as a malpractice. Enforcing bicycle laws cannot be looked at in isolation from the whole problem of crime control in residential precincts and there is need for a proper law enforcement study of this whole issue. What is absent from the law enforcement section of the Newcastle Bikeplan is in fact much more important than what's in it. Overall that section of the report can only be described as a piece of work which is inadequately researched.

How this happened has got nothing to do with what is not possible or should or should not be done, but because the Traffic Authority ran through so many project managers that proper co-operation with the NSW police department was never obtained, hence the "Mickey Mouse" law enforcement program.

Meanwhile police bicycle patrols are being brought back all over the world because it is now recognized they are an essential part of a well equipped police force.

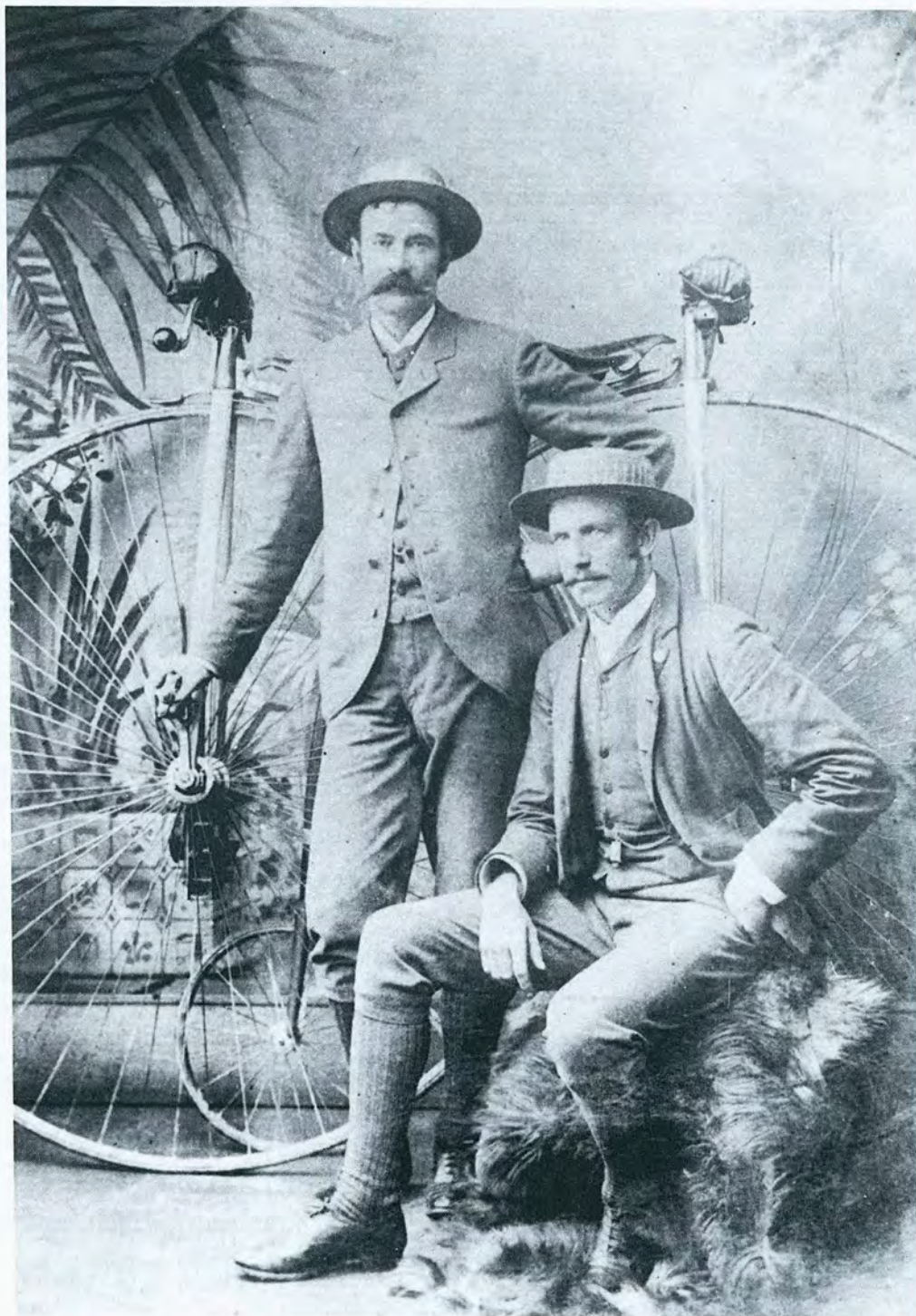
Alan Parker

FREEWHEELING 15



Stewarton, Scotland, police have turned to bicycles to carry out patrols. "The idea behind the patrols is to get the men out of their patrol cars and give the public an opportunity to see them," says Sergeant William Sherry. "Unfortunately the area we cover from this station is so great that cars are an essential fact of life, but when possible the lads will be out on their cycles." Douglas McPherson who lives next door to the police station is talking to police officer John McRoberts.

Burston and Stokes



Yours faithfully
W. Burston.

A. R. Stokes

In 1898 George Burston and H.R. Stokes, members of the Melbourne Bicycle Club, set off on one of the few around the world trips accomplished on penny-farthings. This is the first chapter of the book Burston wrote about their travels. It covers Melbourne to Sydney and 1988 will be the centenary of their ride so it would seem an appropriate time to have a re-enactment of it. Their club was the first in the southern hemisphere, it was established in 1878, the same year as the Cyclists' Touring Club of Great Britain.

It was a beautiful early summer's morning – the 1st of November – when we rode up to the Melbourne General Post-Office, mounted on new Australian-made bicycles, all ready to start on a bicycle tour round the world, which was to extend slightly over a year. Although only 8 o'clock in the morning, a crowd of kind friends, who had heard of our intended start, were waiting to see us off. A few moments of handshakings and good-byes, then springing into our saddles we rode gaily away up Elizabeth Street. The luggage which we carried was exceedingly light consisting of a few necessities wrapped up in water-proof cloth and strapped along the handle bars. Different equipments, however, for sea travelling, were sent on ahead from place to place.

We followed the old Sydney-road, quietly pedalling along over a somewhat dusty road to Kilmore, and after dinner passed on through Tallarook and Seymour, where we arrived at sundown, having covered 62 miles on the first day. Anticipating a hot day on the morrow, we got breakfast packed overnight, consisting of bread, butter, cheese, and a tin of salmon, and at 5 o'clock in the morning, after bathing in the Goulburn, we took to the saddle.

Progress was very slow, for the road was inches deep in sand, and a north wind came along, carrying clouds of dust off the parched country and blowing it into our faces. Resting by a cool, shady creek, breakfast was partaken of, and later on, at Monea, a second was indulged in, for the work gave us big appetites. That afternoon, when nearing Violet Town, a heavy storm burst, and kept us prisoners for two hours under a friendly verandah. The day's ride was a hard one, and only 45 miles to show for it. The next day was worse than the preceding one. Another 5 o'clock start was made, and, when Glenrowan was reached at midday, the thermometer registered 108 deg. in the shade. Here, in the famous "Kelly" country, we spent several hours visiting the spot where the great fight took place

between the police and bushrangers a few years ago. Traces of bullet marks still remain on the buildings. In the afternoon, when we rode away, had the Kelly scare still been on, we might perhaps have been mistaken for a part of the famous gang. Our coats were strapped on the handle bars of the machines, while we rode in knee-breeches, Panama hats, and flannel shirts with sleeves tucked up to the elbows. In leather belts worn round the waist we had stuck our revolvers, ammunition, and nickel-plated wrenches. We are thus armed in case an emergency should arise in out-of-the-way districts. A few miles from Glenrowan we drew revolvers for the first time, when an immense iguana was seen making a meal of a dead sheep. On being disturbed the reptile made off for a big tree, skeddaddling up a straight stem for nearly 100 ft., when two bullets put a stop to his flight, and he fell with a great thud. He measured 5 ft. 9 in. long, and was as thick round as a man's leg. While having a swim in a creek a hive of bees swarmed near the bushes under which we had placed our clothes, but we managed to steal our garments without a sting. At 5 o'clock that evening Wangaratta was reached, making forty-five miles for the day. Another start at sunrise was made on the 4th November, and that afternoon we rode across the Murray Bridge into New South Wales, the day's stage being 50 miles. Next day we were off even earlier than 5 o'clock, for we found this the best time of the day for travelling, for then the dew is on the ground, the air is scented and cool, and birds sing and flit about the bush. Later on the sun's heat is terrible, the wind like a furnace blast, and not a sight of animal life is visible save sheep and cattle, which appear to be languishing from want of water and food; for creeks have all stopped running, and the grass is withered up by the drought or burnt by bush fires. The roads were smooth for twelve miles to Bowra, and then as rough as ever to Germantown, where we dined, and spent three of the hottest hours of the day, finally reaching Little Billabong after a 60-mile ride. Here, at the only hotel in the district, we had rather a rough time of it, for drunken shearers were knocking down their cheques, and turning night into day.

Next morning, when some ten miles on the road, while passing a wayside house, a lady called out, "Are you going to Sydney," and on our saying "Yes," she said, "Remember me to Edward and Copland" (previous overland cyclists). We at once jumped off and told her we were both friends of theirs, and that if she knew them she ought also to know Burston and Stokes. She gave us a hearty welcome, and also breakfast. Mrs. Mackenzie, this good Samaritan, said the present drought was a very serious one.

For the first time in 25 years she had to buy butter and ham, for the grass was all gone, fruit trees withered up, and as for water, they begrudged themselves a wash, it was so precious. A few hours afterwards it was a real pleasure to reach the ever-running Tarcutta, and swim in the lovely stream, for during two days we had crossed nearly 100 little bridges, that in ordinary seasons had little streams running under them, but now all were dry. That day five mobs of cattle were met, numbering in all 5,000 head; also innumerable sheep. The day's ride of 56 miles was completed at Adelong crossing.

On the 7th November we reached the prettily situated township of Gundagai at breakfast-time, after riding over the Murrumbidgee River by a bridge 1,600 yards long. As the heat was intense (112 deg. in the shade), it was considered preferable to pass the time fishing from a boat in the river till 3 o'clock, when, on account of the impassable nature of the road, 20 miles were travelled in a train. Riding this distance was out of the question, with heat, wind, and road against us; and, furthermore, 10,000 head of cattle were reported to be coming along from Queensland. Cootamundra was reached at dusk, and then we pushed on to Harden for the night, making 65 miles. The following day we sped through Murrumburrah before the people were astir, and, favoured by a fair wind, made good progress, although the country was all ups and downs. It seems as though some of the country people had never seen bicycles before, so great was the astonishment of the natives of Wombat when we rode through. Some 10 miles further on the road ended up abruptly, but happily a stockdriver arrived on the scene, dressed in the usual breeches, big boots, shirt, and cabbage-tree hat. He tells us to cut across the open bush for a mile, so we take bearings by the compass and go through thick scrub for a time, and then follow a scarcely definable track for 10 miles and were not sorry to reach a slab hut with windows of perforated tin. We were as hungry as lions and delighted with the fare put before us, although it consisted of boiled eggs and pudding (goodness only knows what kind); the spoons were made of corrugated iron, rudely fashioned; but for all that a dinner at Grunser's Cafe was nothing to it. Further on we came on a big woolshed where shearing was in full swing, and we were surprised alike at the docility of the animals and the dexterity of the shearers. Bush fires were raging all round the country; the smoke became blinding and stifling, and the wind blew showers of burning leaves and scorching heat in our faces. For six miles we rode with these fires licking up everything on both sides of the road. Fortunately the road happened to be good, and in half an

hour the worst was passed, and we rested to bathe our heated brows with water from the little canvas water-bag we carried. The wind dropped, and the dust was almost unbearable, and so we rode on another four miles, and put in the night at Lockyear's Hotel, after a day's record of 72 miles. Next day, Prince of Wales' Birthday, between half-past 5 in the morning and 8 o'clock at night, we travelled another 72 miles, passing through Carcoar, and reaching Bathurst.

All through was a succession of steep hills. The rise, on leaving the pretty town of Carcoar, is 1,800 feet in two miles. The last hour of the ride was exceptionally fine, the lurid glare of bush fires on the mountains being grand, almost reminding one of Dante's "Inferno".

There had not been a cloud in the sky for a week, but the smoke to-day dispelled the sun's glare, which was somewhat appreciable.

The 10th November was another scorching day. Clouds of dust enveloped the city of Bathurst, so we took it easy till 3 o'clock, then pushed quietly on through much healthier country, with green farms on every side. Nearing Oberon the district is even more mountainous, some of the spurs being miles long, but the views are excellent, and amply repay the muscular exertion.

Hares, wallabies, and kangaroos are seen in great numbers, and we potted them, as we rode along, with our revolvers.

Next morning we started off at 5 o'clock for Jenolan. The whole country was covered with a heavy hoar frost, and the thermometer stood at 45 deg. This cold is severely felt, for it is just half the average temperature that has prevailed.

At Edith breakfast was partaken of, and Cave Hill reached at half-past 9 a.m. Here the road drops 1,800 ft. in three miles, falling 1 in 8 most of the way. The track has a perfect surface, but of course altogether too steep for bicyclists. It zig-zags right down the face of the mountains, and in one place we counted five turns of the road beneath us, and the Cave-house below them all. We reached the bottom just in time to accompany Voss Wyburd, one of the guides, to the Lucas Cave. This has been discovered longer than any of the other caves, and has many points of great beauty and interest. We visited the Snowball Cavern, Jewel Casket, Lurline and Cathedral Caves, also the underground river, which flows along 800 ft. below the surface, and has a depth of 16 ft., the water as clear as crystal, "a river of pure water;"

also good to drink, with slight limestone flavour. The stalactites and stalagmites being all shapes and sizes, the former hanging from the roof, and the latter rising from the floor to meet them. In the afternoon we wandered off to the Imperial Cave, and followed the left branch for over two miles. This cave is more like a tunnel, and is very rich, with beautiful formations varying in colour from white to dark red, all caused by water dripping through limestone rock for centuries past; the growth is so slow that the place must have been hundreds of thousands of years in existence. Some of the spots were simply beyond the power of any pen to adequately describe, their beauty being simply enchanting, and reminding one of those fairy lands which we read about in childhood's days. Surely Rider Haggard must have visited this place before he penned "King Solomon's Mines." Towards dusk the Devil's Coach-house was visited, and there we amused ourselves shooting rock wallabies till dark.

Next day the right branch of the Imperial cave was visited, and this was thought to be the best of all. The mag-

nesium was kept going for a couple of hours, for the guide took particular care to show all the beauty spots in order that we might be able to say, on our return, that the beauty of these caves cannot be excelled in the world. The Elder Cave was also visited, the main characteristic being vastness, without that beautiful detail so enchanting in the other caves.

Rising at dawn next day we made off with our bicycles through the Grand Arch, hoping to ride to the top of Mount George, six miles, a rise of 1 in 17 all the way. Excuses, however, for dismounting kept cropping up. Now coats had to be strapped on handles, then a wallaby must be shot at, or a fine bit of scenery gazed upon, so that it occupied one hour and a quarter to cover the six miles. A beautiful west wind blew and helped us along famously; still, bush fires were raging, and the road from the caves charred and blackened, and much of the beauty of the landscape marred. We visited Blackheath and gazed down Govett's Leap, 2,500 ft. deep. Here the waratah was blooming, and the great scarlet flowers were intermixed with others of almost



MANY HAPPY RETURNS

MSR are not just satisfied with the fact that their helmets rate No. 1 on test data. They want to see them back after they have been accident-used.

MSR offers free replacement for any of their helmets that have been used in an accident in exchange for the used helmet and the story behind the accident. This ensures that cyclists will always have the protection they deserve and gives MSR real data on helmet performance.

The Australian collection continues to grow and although some of the helmets may not look as nice as they did before their accidents, not one has failed and not one of the wearers has required medical treatment for head injury.

*We are very proud of our collection of
Many Happy Returns*

BIKETECH P.O. Box 152 Wallsend NSW 2287 Phone: (049) 52 4403

every shape and hue. Fifty miles were ridden that day through some beautiful country, the scenery being wild, rugged, and expansive, especially between Hartley and Mount Victoria.

On the following day, 14th November, a run down to Explorers' Tree was made. This was the farthest point made by Lawson and Wentworth in their first endeavours to cross the Blue Mountains in May, 1813. A wall and fence have been erected to preserve it, but the usual idiots have cut their names all over it. Such caddishness has marred many of the beauty spots visited. After dinner, at Katoomba, the coal mine is seen; also Katoomba falls and gorge. This is another of those extraordinary spots that abound in these mountains. A rugged path is followed through a natural stairs, down over 1,200 ft. to the entrance to the mine, and down at this level there is quite a large town, composed of miners' houses and workshops. The coal is hoisted by an endless wire rope to the railway siding.

After tea that night we strolled out to admire the magnificent sight of the bush fires raging all around on the mountains.

The hills seemed to be a mass of fire, no matter which way one looked, and it must be years before the charred vegetation can be replenished. Lawson was left behind at 5 a.m. on the 15th, and breakfast obtained at Springwood, where the unfortunate hotelkeeper is paying 5s. a cask for water, and not much good even at that. Reaching Penrith at 11 a.m. we hired a boat, laid in a stock of fruit, and pulled up the Nepean River, which winds in among the rugged mountains. We went over the champion rowing course, and after spending five hours on the water, pulled home in the cool of the evening - 90 deg. in the shade - at 6 p.m.

The moon rose, showing blood red through the smoke, which literally swept down off the mountains, causing the eyes to smart. Next morning, 17th November, we rode into Sydney at 11 o'clock, thus safely completing the first stage of our tour - 700 miles. We spent a splendid time in Sydney, and were entertained at dinner by about 100 of the cyclists of Sydney. After five days in Sydney, we left by train for Brisbane to catch the mail steamer, which sailed on the 27th for India. Save that the tyres of our machines were rather worn, nothing else went

wrong with them, and we were fortunate in meeting with no accidents.

All through New South Wales the country was in a terrible state from drought, and the heat was very severe. We did not, however, mind the latter so much, as it would serve to salt us for the trip across India.

These are approximations for the imperial units used by Burston and Stokes.

Miles: one - 1.6km, two - 3.2km, three - 5km, four - 6.5km, six - 10km, ten - 16km, 12 - 20km, 20 - 32km, 45 - 72km, 50 - 80km, 56 - 90km, 60 - 96km, 62 - 100km, 65 - 105km, 72 - 116km, 700 - 1 130km.

Feet: 5'9" - 1.75m, 16 - 5m, 100 - 30m, 800 - 250m, 1 200 - 370m, 1 800 - 549m, 2 500 - 760m.

Yards: 1 600 - 1 460m.

Currency: 5s (shillings) - 50c (not allowing for inflation, of course).

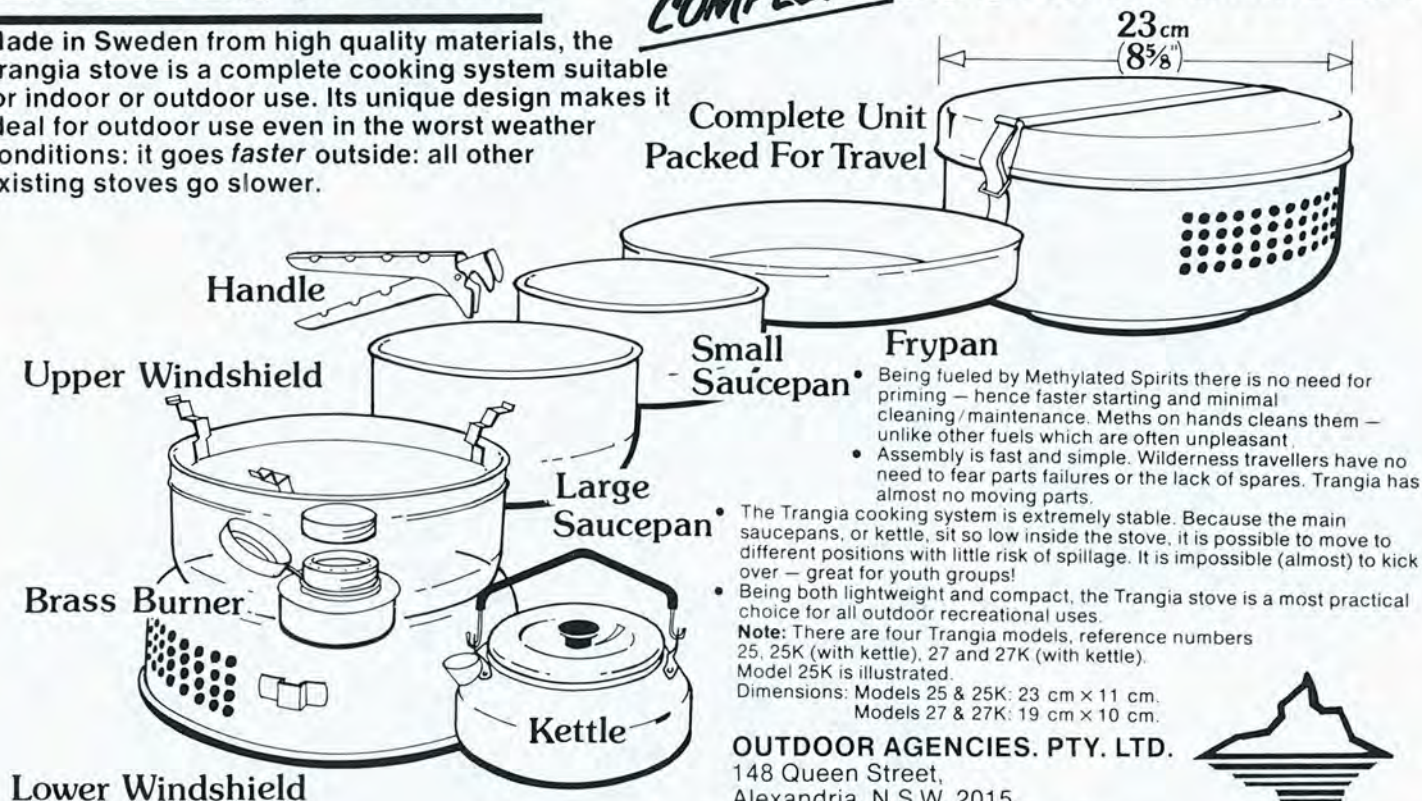
Degrees: 45 - 7°C, 90 - 32°C, 108 - 42°C, 112 - 44°C.

Inches Deep: one inch is 2.5cm.

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- 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.

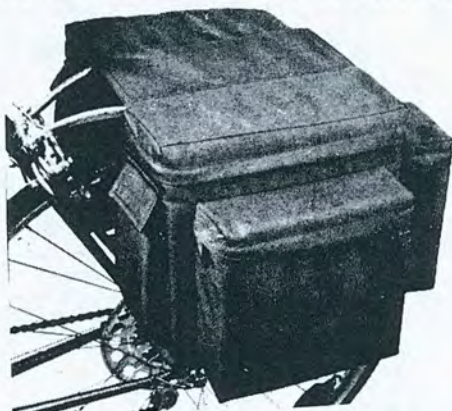
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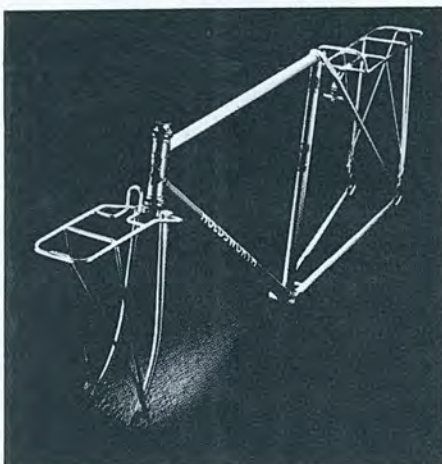


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Keeping up with the Joneses

Janette and Neil Jones set off from home near Wauchope, NSW on a long tour, probably crossing the continent and returning via the west and north coast to Darwin and perhaps beyond. This is the first in an occasional series, Neil reports:

Fending off irate magpie parents and escaping the herding instincts of motorists at wayside stops make cycling life a little demanding. But it's on the road and nothing could be better. Yes, the magpies of Mullaley, near Tamworth, were striking with a vengeance. Janette and I had cycled this road five years ago and they were hardly welcoming us back. The magpie is the flying shadow, the dark

visitor that wrenches you from that smooth cadence into a frenzy of curses, fast pedalling and an action resembling St Vitus' dance on a bicycle. These magpies get you going.

And, incidentally, Janette and I are on our way. Through the twisted rocks and roads of the New England to the big dry of the Nullarbor and the north-west. A week out of Wauchope on the NSW mid-

Crossing the Hastings River at Hartys Plains west of Wauchope.



north coast and we were doing timely repairs and maintenance in the Warrumbungle Ranges. Even getting some bush walking among the ancient volcanoes of the national park.

The last few months have seen the breaking of a two-year drought in NSW. West of the Great Divide is now carpeted in green. Creeks are running and it looks a land of real delight. Flocks of galahs and white cockatoos on the road from Tamworth screech and jostle in the air. Since leaving home in early September, there have been a few changes in the countryside. From the smooth, long climb to Walcha through rainforest and snow gums to the green pastures of Tamworth and Coonabarabran. And where are we now? Over the hill, a mere six kilometres away, lies Cobar. Just behind us, the rich sheep country of Warren's merino studs and Nyngan's sheep runs. Warren is a town worth seeing. The Clubhouse Hotel wears its age elegantly with high ceilings and cool dim areas to escape the outside heat.

Workers building a nearby wheat storage had a few tales to tell. Some short, some long. Like the one about the lone walker trudging along a back road, limping with one sandshoed foot, the other bare. "What'd ya lose a shoe, mate?" called the worker from his car. "Nah, mate, I found one", came the reply.

Or the other tale about as long as an

angry tiger snake's tongue. Three drovers were swapping lies around a campfire bragging about past glories. The first said he had driven a thousand cattle from Tennant Creek to Cloncurry. The second reckoned he had driven 10 000 sheep from Tamworth to Brewarrina. The third drove a thousand goannas from Queensland to Dubbo Zoo. But they couldn't keep them out of the trees. This bloke decided to tie empty sardine tins to their back legs. It stopped them climbing trees all right, but when they had to cross rocky ground, the noise was deafening.

So it's Cobar tomorrow and more work convincing car-bound locals that cycling isn't really as hard as it seems. Though it did get quite dangerous this morning. Thirty kilometres out of Nyngan a mob of roos did a kamikaze hop across our path on a downhill run. Or was it us doing a suicide cycle into a bunch of forthright pedestrians?

A later note: Now we're at Broken Hill. It's foul weather with strong south-westerly gusts and rain. And Janette and I ran out of pocket money for the weekend. It must have rained five or more centimetres in the past two days here as well as a bit of rain coming out of Wilcannia. This is a wet year, it seems now.

Janette gives greater detail on the section from Wauchope to Walcha: Contrary to popular opinion, travelling out west has its special surprises for the touring

cyclist. While everyone is racing up the coast to catch the first of the spring weather, the west is bursting out in spring bloom. The wildflowers are numerous and the creeks are crystal clear and full at this time of year.

Travelling from Wauchope has some of the nicest scenery there is. After travelling through some green rolling hills you come across a long winding range clad in native forest including some rainforest. The Yarrowitch range stretches over some 50km and we found it was best to do it over two days, staying a night in the forest. But be sure to carry your water with you as it is rare to find water spots up there. Don't be like us and leave yourselves with two cups of water each for the night — it doesn't leave anything to cook with.

Coming out of the range, the country opens up into a huge gorge stretching as far as the eye can see. The map boasts of a 114-metre drop, but there is more in store for the tourer craving a quiet, undisturbed beautiful campsite. It is part of the Apsley Gorge national park and Tia Falls is the ideal campsite. We spent a relaxing day there with no other campers even though it was school holidays. After climbing the range you deserve a good rest spot and Tia Falls is it, but be warned, take plenty of water and food because it is the longest stretch between shops before you get to Cobar.

The Walcha Road Hotel (more than a century old) on Surveyors Creek, west of Walcha.



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We went to China as tourists, only to find we were the tourist attraction – to the locals that is, as we sped through tiny villages of Guangdong Province.

Like pied pipers we drew huge crowds of excited children streaming down muddy tracks to meet us on the road. They would then scatter like rabbits as we raised our cameras, only to return giggling and squealing with delight. Our 10-speed bikes created a sensation and many races were won by us, much to the delight of locals. Older villagers gazed intently, sometimes without emotion, perhaps remembering the cultural revolution of the 1960s when contact with Westerners was severely frowned on. Leaving Guangzhou (or Canton), starting point of the ride, we cycled past signs stating *foreigners not allowed beyond this point*, another reminder of times past. We were only the seventh group to cycle in China.

Soon we were part of the daily flow of traffic heading out towards some of China's most scenic attractions. We jostled for space with Russian-style trucks, motorcycles and sidecars, wooden hand-carts laden with goods and streams of Chinese cyclists. The bicycle is the most common form of transport in China, and bicycle paths in Guangzhou were a surprising and welcome sight. Over 700 million cyclists take to the roads in China each day, and our group of 15 was an unusual addition.

The 'real' China soon unfolded and our imaginations basked in the oriental pageant before us. Miles of lush green paddy, lumbering grey buffaloes wallowing in lily-strewn canals, and hardy wizened peasants in pointed cane hats balancing loads on bamboo shoulder poles. Red clay brick villages resembling towns in the middle ages were everywhere and large Chinese characters daubed on walls the only reminder of the presence of politics in Chinese life today.

Foshan, our first stop 28 kilometres from Guangzhou, is home to a Daoist temple dating from the 11th Century and China's ancient art of paper cutting at Foshan goes back to the Ming dynasty. At night we showed the staff at our hotel how to dance disco in 1981. With the aid of a cassette radio and some tapes we began to dance in the lobby to the wide-eyed gazes of our hosts. Getting dancing partners proved difficult, but we weren't about to give up. Following shrieks of delighted terror a few partners were ex-terminated, and very slowly began to dance. Girls with girls at first, shyly and nervously putting one foot in front of the other. So much for the Cultural Revolution; we had started our own. Needless to say, barriers dissolved and the

CHINA TOUR

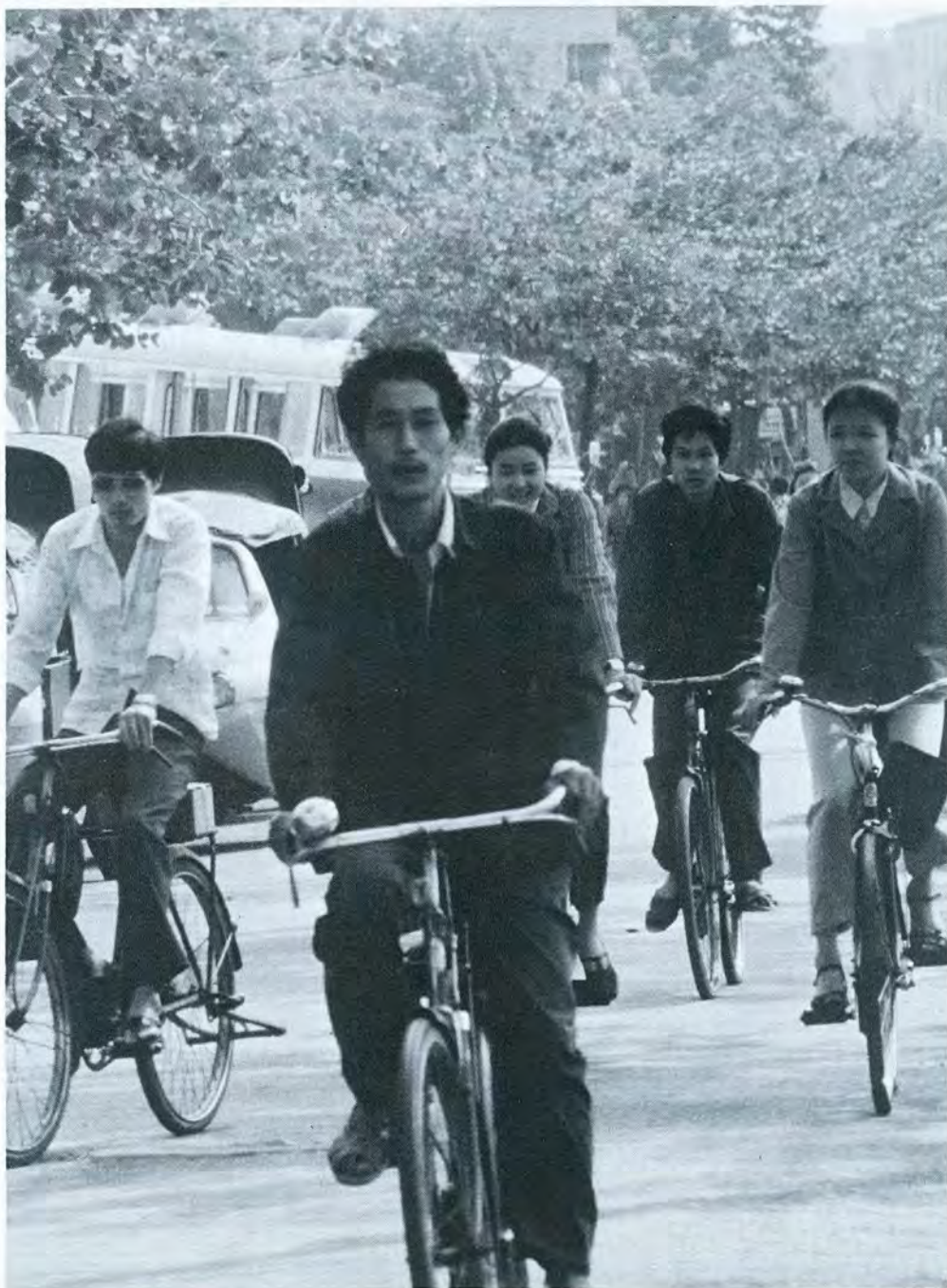
Exploring the land of the bicycle

by Christine Gee

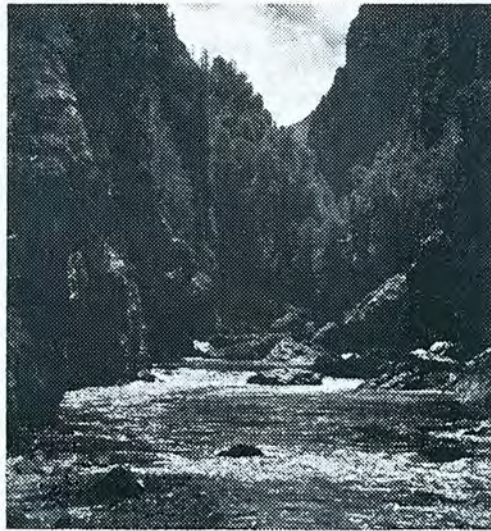
following morning the entire hotel staff waved us off in the pouring rain.

The paddy fields were lush and we were wet quite a lot of the time as the period from May to August is generally hot and wet. As one group member remarked, "At least we know what the

Chinese cyclists have to put up with now". Groups cycling outside May/August can expect a much drier time and more suitable cycling conditions. Going to the loo was an exercise in learning how China puts everything to practical use. Brick huts beside the road



Commuting cyclists in Guangzhou (Canton)



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are always built with open floors protruding over a lake or paddy canal. Like walking the plank, we had to straddle two beams and hope to God we didn't fall in. The only problem was remembering which Chinese characters said 'men' and 'women' so as to enter the correct side of the building.

Arriving at Xiqiao on our fourth day out, the classic artistry of China's ancient crafts people and architects was revealed. Delicate pagodas graced tranquil pools beside which artists sketched, using traditional painting styles. The ever-present toil of the Chinese masses in the paddy fields seemed far off in the distance. Our hotel literally clung to the cliffsides and we felt like emperors of old, feasting on a Chinese banquet which included six different kinds of fungus and turtle meat. We ate Chinese food each day, even for breakfast, consisting of a thick rice soup, moist cakes and fried breads downed with gallons of Chinese tea. Banquets would be a more apt description for our meals. We were grateful to be cycling to work off those extra calories.

In at least three hotels we arrived to the strains of Jingle Bells and other Christmas carols. Reception ceilings were also sometimes festooned with Christmas garlands. We never quite found out the reason for this, especially as it was only June. Needless to say, with the humidity and frequent monsoon downpours, steaming Christmas puddings and reindeers seemed thankfully a long way away.

We cycled around 60km each day, always at our own pace. Taking a walk through a village, sharing a cup of tea in a farmer's house, or racing local kids on our bikes were common events. We must have smiled and said a thousand and one *Ni Haos* which means "hello". "Ni hao, Ni hao" would ring in our ears as we passed the unending stream of fellow cyclists. Whole families would sometimes straddle one bike. It was common to see a man with child on the handlebars, and wife clutching a huge black umbrella positioned precariously on the back.

The Great Wall, China's most famous

tourist attraction, must surely be rivalled by Seven Star Crag in Shaoxing District, 118 km west of Guangzhou. We cycled through wide boulevards graced by orange flame trees to reach the crags. It is said seven stars fell to earth and formed the lushly-wooded stone crags. Grey cliffs cascade down to tranquil lakes. Tiny pagodas dot the clifftops and nestle in the lakes. There was a sense of peace and poetry here that made us understand why the Chinese say it's a place that fell from heaven. To have arrived at such a place by bike made it feel like our own special discovery, that no tourist bus would have the imagination to find.

Nine days on and we pedalled into Zonghua, home of China's most celebrated health spas. The region is graced by orchards of lychees and groves of bamboo. Our hotel reminded us of the Indian Raj - Chinese style. Huge wooded tiled rooms measuring approximately 15 by 30m housed two-metre deep baths gushing with near-boiling water piped direct from the springs. The group, resembling broiled lobsters, limply arrived for dinner that night. The day's exertion by bike forgotten, we slept beneath huge

white mosquito nets. The hardships of life for our fellow local cyclists seemed dynasties away. We spent a couple of very relaxing days here, leisurely visiting local villages and admiring this exceptionally scenic spot.

Before departure people cynically commented that we would be very restricted and told where to go and when. Such comments were unfounded. We were free to roam as we pleased and our every wish was attended to. On a day's ride it was common for us to spread out over 15 km. Often it was just you on the road, merging in with the local people, oblivious of the existence of any tour. We had a leader in front and a leader at the very back, along with a minibus which carried our gear, so at lunch time and at day's end we all ended up together. In just one day we all had many different stories to relate to each other; a situation never enjoyed on a bus tour.

On our final day we cycled 84 km through torrential monsoon downpour. Dirt roads turned to mud and life in China was a watery blur. The roar of trucks reminded us Guangzhou was near. Mud-splattered from head to toe, we gingerly stepped into the hotel lobby. Clusters of neat badge-encrusted tourists from around the world gazed wide-eyed and with a hint of envy. Their tourist coaches waited outside for them, along with zealous guides and carefully-structured itineraries. We laughed and hugged each other, feeling elated, fit and very muddy!

For us, this was the end of a 400 km ride through China. We had felt the pulse of China at handlebar level and can say without hesitation, "Nothin' could be finer than cycling in China!"

Christine Gee is a director of Australian Himalayan Expeditions, organiser of cycling tours of China and other outdoor travel, 34 O'Connell St., Sydney 2000.



The Death of the Dealer?

Industry Report



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Hang Ten skates

and specialist retail fields. The threat posed to these sectors of the industry is in the form of a reallocation of tariff rates as applied to bicycles and bicycle components entering the country. The report released in April of this year recommends that a uniform tariff be applied to all forms of bicycles either fully assembled, kit form or in parts imported from overseas manufacturers. This will supposedly reduce any incentive to local manufacturers currently in force. The industry over the past few years has seen the closing down of a number of assembly plants and local frame building facilities, and from evidence given to the commission it would seem that the industry majors would wish this trend to continue. The irony of this as seen by the standards fiasco (*Freewheeling 9*) is that the industry majors are the ones most likely to lose out by the effects of the recommendations if they are enforced. By removing the tariff protection given to local assembly of bikes in favour of fully assembled bikes the IAC is strengthening the present trend for most bikes to be sold in discount chain stores, department stores, and retail outlets owned by the market heavy weights (Repcos for one). And there, already the competition is fierce.

Over the years this country has seen the sale of bicycles become more and more a merchandising exercise, and less of a technical decision on the part of the sellers and users. The retailers themselves have watched their sales disappear to the large discount stores and as one specialist store owner put it, "The signs that rot had really set in came when the department store up the road started selling Malvern Star bicycles."

Sales manager for Bennett Bicycles (a division of Hanimex), Mr Bill Quinn, was approached by *Freewheeling* on the matter and stated that his firm believed in a strong dealer network supporting, selling and servicing their bicycles. He also said that his company had no plans to enter the direct retail field.

It is in the interest of some wholesalers (Bennett for one) and all retailers to get together and educate the public. This nonsense about following trends is a lot of passive rubbish invented by the industry leaders to keep their own trends going.

Not only is it time for the specialist retailers to start telling the public the right things to do but it's time for them to start telling the industry majors what they should be doing if they want to participate in a future strong bicycle industry.

Warren Salomon

How bicycles are mass-marketed. Glance through the colour supplements and you will find bicycles along with transistor radios and roller skates.

Under the guise of cheaper prices to the consumer the Industries Assistance Commission has made recommendations to the government which will further add to

the growing unemployment in this country. At the present time most of the work force employed in the bicycle industry is in the small local manufacture

Freewheeling looks at panniers

part two-front panniers and handlebar bags

by Wayne Kotzur



ALP SPORTS Front Panniers

- 270 gsm Cordura, a stronger, more abrasion-resistant cloth than similar weight cotton duck. Supplied in a strange mix of colours, the bags are well sewn.
- The front panniers are a sling-over design with double fabric joining piece (Well-reinforced). A simple shock cord system runs through two nylon tags fitted to the back edges and holds a strong wire hook. The bags are not tapered
- The single large pocket closes with a heavy-duty nylon coil zip with a single slider. A good rainflap is provided.
- The stiffener is semi-rigid plastic in a small nylon pocket.
- Four small upper nylon tags provide additional load attachment. It can be carried slung across the shoulders or it can be used as shoulder bag if the nylon tags are fitted with a shoulder strap (not supplied).
- Weight — 440g; size — 11.2 litres/pair (20 x 28 x 10 cm) price — \$31.85.



BUNYIP Front Panniers

- Proofed 400gsm Bradmill Superdax — a green cotton polyester canvas, sewn with a cotton and polyester thread.
- The securing system employs a shock cord attachment with an adjustable tensioner and alloy diecast mounting hooks which are very strong. The panniers mount separately.
- The single pocket secures with 36sq cm of Velcro on a close-fitting lid. An inner nylon extension of the main compartment which provides excellent water-tightness is fitted with a nylon drawstring.
- A 1.5mm polythene stiffener, bolted through the top mounting hooks and riveted through reinforcing washers towards the base provides good stiffening.
- The panniers are fitted with a small carrying handle and have provision for use of a shoulder strap.
- A wide strip of highly conspicuous

reflective tape fitted to the side ensures visibility.

- Weight — 670g; size — 16 litres/pair (35 x 22 x 12cm); Price — \$38.



HANTRADE Front Panniers

- Orange 270gsm nylon pack cloth, single stitched. The lack of reinforced stitching at stress points makes these otherwise useful panniers inferior to others.
- Saddlebag-style, the two halves are joined by a single flap at the top and held in place by a weak elastic band mounted on an adjustable snap lock and hook system, similar to the Karrimor.
- A 2mm plastic stiffener is riveted to the back wall and functions well.
- The main compartment closes with a single-slider zipper and there is a small document pocket on the side.
- The colour is the only visibility aid.
- There is no provision for off-bike use, but they can slung over the shoulder for short hauls.
- With a little more care in the design, these panniers could form a useful budget item.
- Size — 11 litres/pair (29 x 11 x 21 tapering to 17cm); weight — 450g; Price — \$13.70.



HIKER-BIKER Front Panniers

- A red/blue 270gsm nylon pack cloth. All edges are trimmed with bias binding.
- Slung over the front rack, the panniers are held by non-adjustable shock cords. The weak shock cord, with its pressed metal clip is better replaced with a stronger, better fitting one. The supplied shock cords prevent these bags fitting the Karrimor and Showa racks. Hiker-Biker, Tonard, Hantrade and Blackburn are all suitable front racks.
- A nylon coil zipper closes the main compartment. A roomy flat pocket, suitable for small items is accessible while

riding but it has no waterproofing.

- A bevelled laminated hardboard stiffener is fitted into a nylon inner pocket. Some tourists have found that it doesn't last long as it is brittle.
- No special provision is made for off-bike use. Like most saddlebags it can be carried easily over the shoulder.
- An elasticised strip is provided on top to hold gloves, maps, etc.
- Weight — 500g; size — 11 litres/pair (32x18x11cm); Price — \$33.



KARRIMOR Front Panniers

- 315gsm KS100e/270gsm pack nylon/

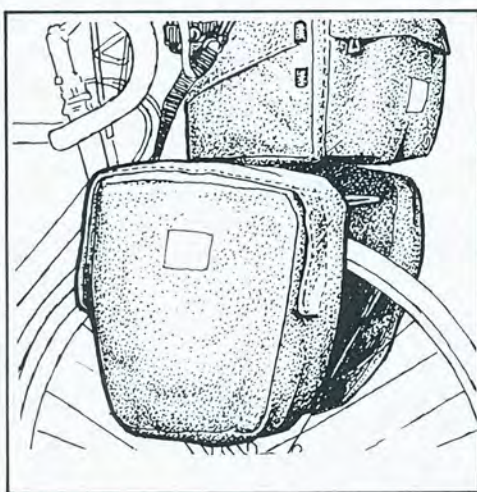
400gsm cotton duck.

- These new models use a saddlebag-type mount that is secured at the base of each pannier with a buckle and strap. This is secure but slower to attach than the rubber loops which were used before.
- A reflective strip makes the panniers more visible by night.
- A heavy-duty card stiffener is riveted to the wheelside wall. This wall is pvc to slow abrasion. The cotton model uses a single rod placed along the wheelside base. This works well on a suitable rack.
- No provision for off-bike use is made. They can be slung over the shoulder for short hauls.
- An elastic band on top holds maps, gloves etc. A flat non-weatherproof pocket on each side can be used while cycling for spare maps, money etc, but things tend to work out of them.
- Weight — 500g; size — 11 litres/pair (29x11x21 tapering to 17cm); Price — KS100e \$41, nylon \$33, canvas \$32.

TIKA Front Panniers

- 400gsm proofed Birkmyre cotton/polyester canvas. This canvas has been specially proofed to yield the most waterproof colour-fast blend available in Australia.
- Tika use a shock cord securing sys-





tem. A heavy-duty wire loop is suspended from a nylon loop that is sewn into a reinforcing band of canvas running along point of contact with the rack top. A shock cord, running under a material band at the bottom, provides tension and prevents swaying. The panniers mount separately.

- A single compartment, the pannier closes with heavy duty zips with two sliders running along the top and part-way down both edges at the front. It is covered by a generous waterflap.
- A removable 2mm semiflexible plastic stiffener is held in a close-fitting internal nylon pocket which doubles as a spare

pocket for thin items.

- Weight — 550g; size — 12 litres/pair (11x30x23 tapering to 12cm); Price — \$45.



BELLWETHER Handlebar Bag

- A light (about 200gsm) nylon cloth in red or blue. Well sewn. A heavy weight material would resist wear more easily.
- The bag comes with a chromed rack that provides bag and bottom support. Hooked over two front tags, the rack is secured by four Velcro fasteners that are adequate. To prevent the assembly from flapping the bag is fitted with two D-

rings which provide attachment for a shock cord to secure to the headtube, brakes or front rack.

- The single compartment is zippered (single) on the three sides closest to the rider. A polythene stiffener runs along the front, back and base, secured by two flaps at the top.
- A transparent map folder is set into the bag top.
- Weight — 175g plus 225g rack; size — 6.3 litres (21x23x13cm); Price — \$25.



BELLWETHER Large Handlebar Bag

- The small handlebar bag provides the basis for this "professional" bag. Three



BELL. BIKER HELMET

pockets have been added – two small elasticised nylon net side pockets and a zippered front pocket. The rack is included.

- This increases the capacity to 7.8 litres.

- Employing the same light pack nylon, the bags are well sewn. Increasing the weight of the material would probably correct what many tourists see as its flimsiness.

- The same stiffening and fastening systems are used as on the standard handlebar bag.

- An adjustable shoulder strap is provided. This clips onto two D-rings sewn to the bag's sides.

- A plastic map folder is sewn into the top.

- Weight – 225g plus 225g rack; size – 7.8 litres (21x23x13cm) – 22 per cent is in pockets; Price – \$37.50.



KARRIMOR Bardale

- Red 270gsm nylon or red 315gsm KS100e. All edges trimmed with nylon bias binding.

- The Bardale is fitted onto a separate carrier. Two D-rings take the shock cords that connect to the fork dropouts or front rack. The bag can face either way. Karrimor suggest facing it pocket towards the rider – the rear pannier wall, lined with foam, is more waterproof. Duplicate straps prevent the bag moving on the carrier.

- Both compartments close with a double-slider nylon coil zipper, with a good water seal. A small inner document pocket is provided.

- The base and side opposite the pocket are reinforced and partially stiffened by a foam pad covered with 155gsm nylon cloth.

- A 19mm adjustable shoulder strap and D-ring fittings are provided for off-bike use.

- There are reflective strips to the front and back to aid conspicuousness.

- Weight – 450g, 500g KS100e; size – 13 litres (21x14x23cm) 14 per cent is in the pocket; Price – \$35 nylon, \$45 KS100e.



KARRIMOR Bardet

- 270gsm red nylon, with all exposed edges bias bound.

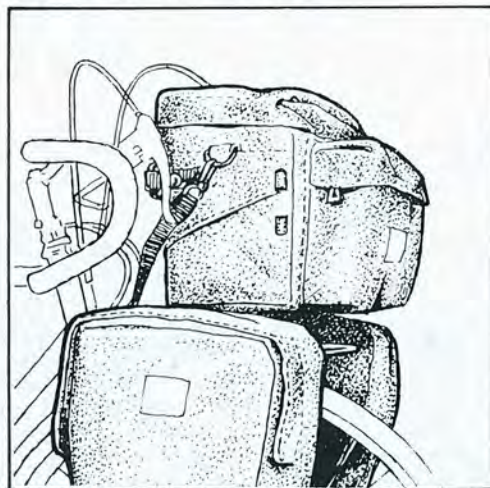
- The bag can be fitted directly onto the handlebars with two straps and buckles or onto a bag carrier made to fit around the stem. It slides onto two parallel arms that fit into small pockets on the side. Two D-rings provide an anchorage for shock cords that run to the frame or front rack to secure the bags against bouncing.

- No stiffening system is provided. Being such a small bag, it is unlikely to need it.

- The bag interior is closed by a draw cord fitted with a quick release toggle. The overflap is secured with 5x5cm of Velcro with provision for different sized loads. A large map pocket is fitted, its side opening closed by a Velcro strip. It can be used while cycling.

- For off-bike use, the bag is supplied with an adjustable 19mm wide shoulder strap.

- Weight – 280g; size – 5 litres (10x20x25cm); Price – \$26.25.



TIKA Professional Handlebar Bag

- 400gsm Birkmyre proofed cotton/polyester canvas. Blue, green or red, sewn with cotton polyester thread. These bags are extremely watertight.

- The bags can be mounted directly on the bars or secured to a special carrier

which provides support to the bag and all-round hand clearance. The rack is included. Two press studs prevent sideways movement. Its design enables the bag to be quickly removed from the rack by opening three press studs. No provision against bouncing is made, but replacement of the bottom press stud by a longer strap enables it to be secured to the head tube or front wheel rack. The base is specially reinforced where the rack rubs it.

- A penholder and two small waterproof sidepockets are provided. The main compartment, with a zippered closure, contains a map viewing vinyl top which is accessed from inside. The front pocket has a single-slider nylon zipper; both pockets have generous waterflap protection.

- Two removable plastic stiffeners at the back and base are held in nylon pockets.

- D-rings and an adjustable shoulder strap provide for off-bike use.

- Weight – 640g plus 325g rack; size – 7 litres (12x23x22cm) 20 per cent is in the pockets; Price – \$46.

KARRIMOR UNIVERSAL

- 270gsm red packcloth or KS100e. A heavy-duty PVC wheelside face is used. All exposed edges are bound.

- These panniers are designed to be used saddlebag style. They do separate, being joined by 75 square centimetres of Velcro and two press studs. This is inadequate for heavy loads. A small strap with buckle at each base secures the panniers from flapping but it needs a horizontal surface to stop the panniers slipping up on one side. This may not fit all racks.

- Both panniers have zippers all round with rainflaps and double sliders in the main compartment, singles on the small side pockets.

- The stiffening is unusual – a dowel runs in a nylon case along the bottom of the wheel side. This works when the bags are well filled. Not recommended for single vertical strut racks which allow movement.

- An adjustable shoulder strap (supplied) and four D-rings facilitate off-bike use.

- The panniers can be used fore or aft and are tapered on both ends so they can be faced in the direction that ensures best use of the reflective strip on one end of each pannier. They cannot be mounted singly.

- Weight – nylon 650g, KS100e; size 35 litres/pair (30 x 15 x 27 tapering to 22cm); price – nylon \$67.35, KS100e \$71.75.

This survey of the pannier market will continue in future issues of *Freewheeling*. We will examine odds and sods such as stuff sacks and saddlebags plus other panniers

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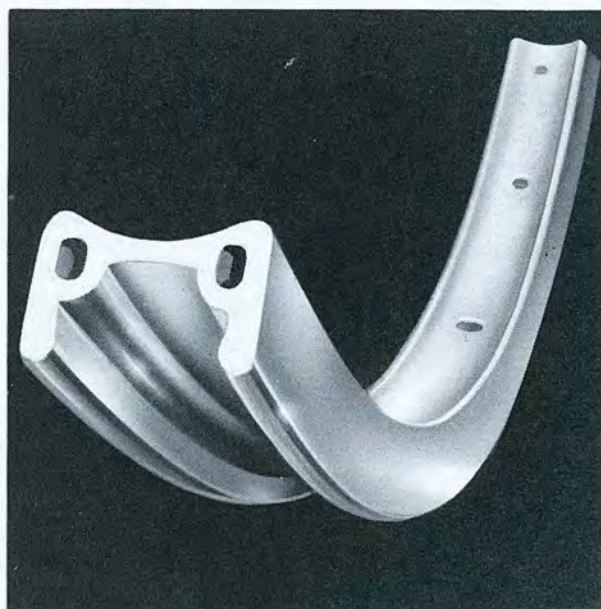
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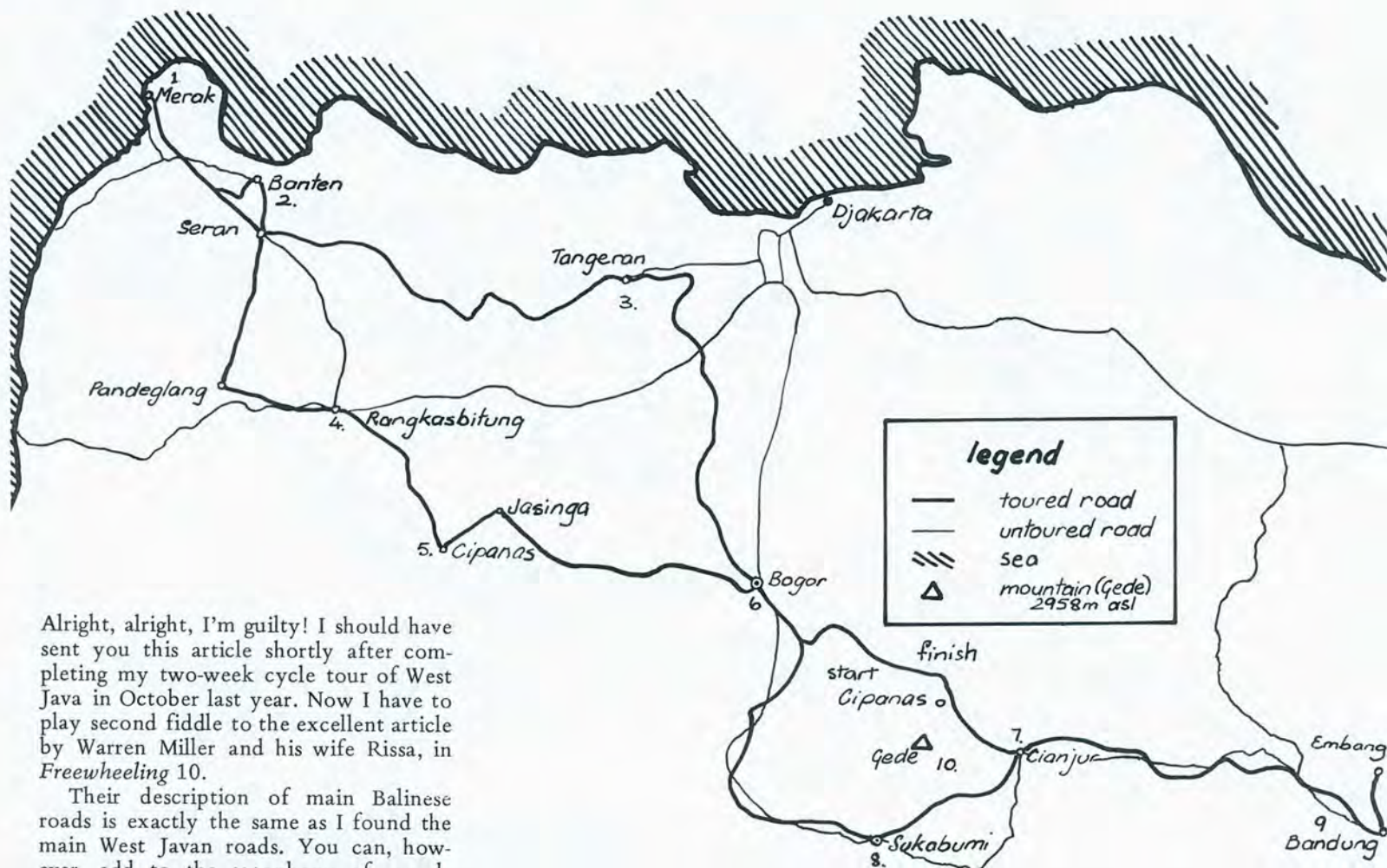


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Cycling in Java

by Hank van Apeldoorn



Alright, alright, I'm guilty! I should have sent you this article shortly after completing my two-week cycle tour of West Java in October last year. Now I have to play second fiddle to the excellent article by Warren Miller and his wife Rissa, in *Freewheeling* 10.

Their description of main Balinese roads is exactly the same as I found the main West Javan roads. You can, however, add to the cacophony of sounds that they have described and include the continued calls from people along the roads, in *bemos* (local minibuses), trucks, and on bicycles, "Pergi di mana?" (translated by some as "Where do you come from (sic)?"); "Hey mista"; "Hello"; other cries; and sometimes even, "Blanda", which used to mean Dutch, but now also has connotations of foreigner. Such calls are usually accompanied by laughter and rapid conversation in the local language, even shouts of encouragement.

Although you can get tired of these calls, each one is an opportunity to have a conversation. My bicycle provided a focus of attention, an introduction and ice breaker for conversation, a challenge for the locals on their bicycles, motor bikes, *bemos* and colts, and by far the best way to see a beautiful place like Java.

During my two weeks' stay in West Java I travelled only 700 kilometres in leisurely style. The most I travelled in one day was 150 km, and half the time I didn't cycle at all, enjoying the places visited on foot or by local transport. The

tour was not meant to be a cheap holiday and I certainly did not go out of my way to cut down on costs. I intended having a real holiday (whatever that means) and I succeeded. The bicycle provided some unusual challenges, it enabled me to stop when I wanted to, start when I wanted to and was generally the key factor to a successful holiday.

Now to start at the beginning. One of the many advantages of living in Darwin is the \$248 return Apex fare to Jakarta. For the cyclist interested in touring, that's an opportunity too good to miss.

I prepared my bicycle in the following manner: turned the handlebars sideways and swivelled them under the crossbar; lowered the seat; removed the chain and pedals; used tie wire to bind the quick release levers to the frame, the gear change levers to the frame, and hold the front cogs in a fixed position; covered the front cogs with a plastic bag; protected the derailleur with a tied-on piece of board;

and lastly, deflated the tyres, leaving enough pressure to protect the rims.

The bicycle weighed slightly less than 12 kg and the rest of my gear, including spares and tools, weighed about 8 kg. This was carried in the two panniers and the handlebar bag. One piece of essential equipment was Bill Dalton's *Indonesian Handbook*. It gives a great deal of interesting information and comment.

To get on with it: landed in Jakarta on a Saturday without any problems, no luggage inspection (I had very short hair), bike intact, and some people waiting there to get me out of Jakarta. The new expressway to Bogor gets you there in 40 minutes and it is an excellent place to start a tour of West Java. Read Dalton to find out all the details.

Bogor is 60 km south of what is probably Asia's second largest city. It is some 300 m above the hot and stifling coastal plain.

I was fortunately able to stay with

friends, some 25km further south of Bogor on the main Jakarta-Bandung highway. As it was I cycled through Bogor on my first cycling day, west towards Merak, which is on the western extreme of Java. Thus far it was all downhill.

The road to Merak via Rangkasbitung travels across a series of low ranges and beautiful valleys. The road has a variety of grades which at times would be better crossed with a mountain gear. For those interested, I had 52,45 on the front and 13,17,21,25,32 on the rear. The bike has a double-butted frame with alloy cotterless cranks and alloy rims and 1¼" Korean heavy-tread tyres.

In the drier parts, where there is no running water for sawas (wet rice fields) there were expanses of rubber trees. My first stop, and many later stops, was at a roadside *warung*. The closest translation would be kiosk. These places are located at regular intervals and are usually the side of a local house, run at very low profit margins and catering for the traveller as well as the locals. They are, as Dalton explains, an excellent place to strike up a conversation. You have to replace the fluids you transpire in tropical climates at regular intervals and the frequent location of warungs really means that you don't have to carry any liquids.

I usually bought the *botol* (sweet tea) at approximately 150 rupiahs per bottle (\$A1=R710) and that was with ice. Beware, you drink ice at your own risk, the bottled tea and soft drinks are apparently OK (you should play it safe, but you can also easily overdo it). I consistently had local ice with my drinks to cool them down. In some towns you will be able to purchase cold bottles. The alternative is to carry your own kerosene stove as suggested by the Millers and then boil your drinking water.

I spent the first night at a small place called Hamburan and/or Cipanas. The map referred to it as Cipanas. There was no *losmen* (small hotel) and as it was just on sunset I was prepared to travel on to Rangkasbitung some 45km away. However, a small crowd had started to gather in a very short time, laughing and carrying on. I received at least four invitations to stay at people's houses and ended up staying with a local trainee school teacher.

On reaching his house with bicycle and at least 30 people in tow, I was flooded with questions in Indonesian and very broken English, and offered drink and food. When I did finally ask where the *kamer mandi* (bathroom) was, that resulted in a roar of laughter. It was plain



Top: Rest stop at the kamar kecil (little room). Middle: Almost run over getting this picture. Bottom: After 10 km of climbing, this dreaded sign appeared (towards the puncak on the main Jakarta-Bandung road).

that I needed a refreshing wash and my host led me by torch light to the local bathroom/toilet/laundry, the Ciberung, a local north flowing river. Timely constipation, probably caused by the cycling, was very handy in the circumstances.

This is one facet of Indonesian life which is prevalent everywhere. Bare brown bums are a common sight, hanging over rivers, streams and canals, anywhere where there is flowing water. There are really no alternatives for the majority of the people and they are fairly discreet about it.

For the traveller *rumah makans* (restaurants), *losmens*, and most of the more expensive city housing will have *kamar kecils* (toilets). By the way if you don't know why Moslems don't eat food or shake hands with their left hand you will find out when you are squatting in a *kamar kecil* pouring water with your right hand.

On the second day I reached the town of Serang. A comfortable hotel provided a good base for several days, enabling a visit to Banten and Merak. The use of a base for leaving most of your luggage and allowing you to make day trips proved very worthwhile from Serang. Dalton provides a lot of detail on this area, and refers to Banten as the Aceh of Java. It is in any case a very significant Moslem site and contains a number of historic ruins.

The quiet country roads in this area are excellent for the cyclist. Beware of speed bumps outside the local mosques. You will recognise the famous Banten Mosque as a very stall structure with a pink top and crescent surrounded by walls and gardens.

I travelled a figure eight route in West Java using Bogor as the centre of the eight. On the return to Bogor the road took me fairly close to Jakarta via Tangerang. It included a rougher stretch of country roads for some 25km and then along the old Jakarta-Bogor highway. Hotel Salak in Bogor was a very convenient place to stay. Rooms at ground level allow easy access to the bicycle and the hotel is almost opposite Sukarno's old palace, which is just next to the botanical gardens.

By the time I reached Bogor I was suffering from a painful right testicle as a result of a particularly rough stretch of road and my tight pair of shorts. The generally rough condition of most of the roads does transmit through the handlebars and you should take some precautions if you intend to cycle in this part of the world.

From Bogor to Bandung in one day, via Sukabumi, was probably on the heavy side, being 150km and including some steep climbs. For the first 30-40km the extinct volcano Salak is visible on the

right. This mountain reaches a height of 2211m and dominates the western skyline from Bogor. Most of the stretch to Sukabumi was recently resurfaced and must be the smoothest stretch of road in all of Java, a delight for certain parts of my lower anatomy. After Sukabumi the road gets back to normal, that is, uneven, irregular, narrow bitumen. Some 20km before Cianjur there is a fantastic downhill stretch, possibly 15km long. No brakes are needed if you happen to be a speed freak and if you watch the road carefully. Also a good place to break spokes, lose luggage and generally do damage to yourself and the bike, but, boy, it was worth it.

The road beyond Cianjur travels through wide expanses of sawas, part of the fertile plains of Java which enable this countryside to carry the heaviest rural population densities in the world. This road is also part of the main Jakarta-Bandung highway which can have a bus every seven minutes travelling in either direction during the busy periods. Add to that the trucks and other forms of traffic described by the Millers and you tend to take your life into your own hands. Don't take a rear vision mirror, the Indonesian drivers give you sufficient information with the use of their horns. The long loud continuous blasts mean danger and you get off the road. In any case a rear view would scare hell out of you.

Before Bandung you travel through beautiful limestone country and a fairly steep climb of about 700m and then a slight decline into Bandung. This city was really the Dutch highland capital of Java. With a more temperate climate it attracted large numbers of Dutch colonials, and the style of the housing in the older parts reflects this. Again Dalton has a lot to say about this area.

The return journey towards Bogor took me back along the same road as far as Cianjur and from there it was a 26km, 1 000m climb over the Puncak Pass. Travelling up this steep climb you obtain occasional glimpses of a cloud-covered Gede, almost 3 000m high on the left. To do it justice this stretch of road really deserves several days, if not a week, of your time. Changes in vegetation, rapidly-changing weather conditions and amazing scenery should entice you to stay at any of a number of places on the mountain.

I reached the top of Puncak Pass at 1 400m three hours and several thirst and rest stops later. Steep climbs do funny things to my knees and an extra cog on the front would have made a big difference.

It is worthwhile to note that the most wealthy Indonesians like their Sunday drives, so a good time to stay off the roads is Sundays.

There is much more that could be said about this amazing place and it is not that difficult to find out for yourself.

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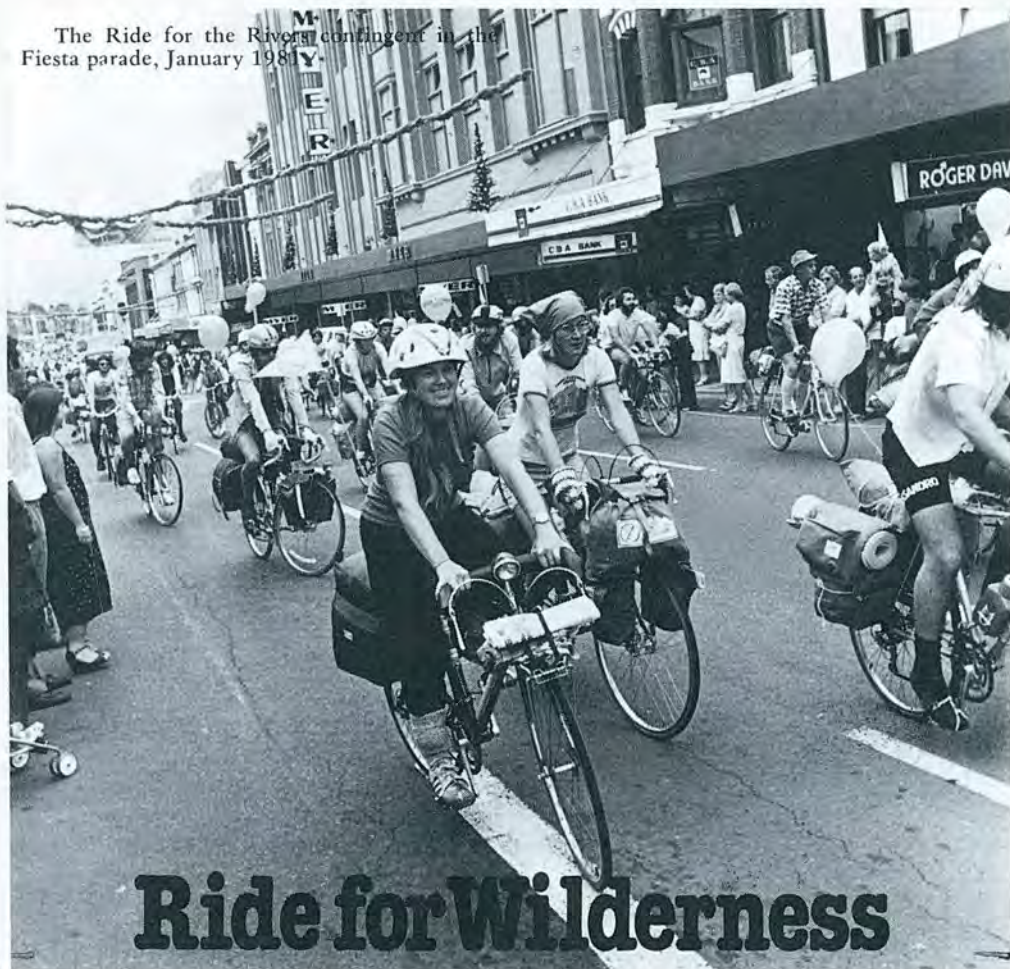
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The Ride for the Rivers contingent in the Fiesta parade, January 1981.



Ride for Wilderness

by Tim Walsh

January 1982 will see the start of the Tasmanian Ride for Wilderness by the Wilderness Society. This ride is an expanded version of the highly successful 1981 Ride for Rivers which brought together adventurers from all over Australia and even overseas.

For those who participated, the ride inspired great hopes for the future and refreshed one's trust in people's kindness and generosity. The ride had a dramatic effect upon the lives of many of the participants and many new friendships were established. The route for the Ride for Wilderness is basically the same as the past Ride for Rivers route. The date of departure is January 8, 1982 and 200 cyclists will take to the streets of Hobart saying "No" to any more destruction of wilderness and "Yes" to alternative strategy to solve today's recurrent problems.

At each large town the riders will gather for a cycle parade through the main streets. The community of each area will have been informed of the approaching ride and associated film and talk evenings. The ride has been designed to be a highly effective public relations exercise, even more effective than last year's ride was.

The South West Wilderness of Tasmania is a finite resource. The potential for a wilderness experience along with re-

creational, tourism and scientific values is seriously being diminished. Late 1972 saw the inundation of Lake Pedder. "Many regard the flooding of Lake Pedder as a mistake," comments Prince Philip. Many more regard it as an environmental outrage. Lake Pedder in its true state, is lost forever but we cannot afford to lapse into feelings of remorse and futility. The future of more of our heritage, such as the Franklin and lower Gordon Rivers, lies poised precariously before the onslaught of humans.

For environmental reasons alone there can be no more destruction in the South West and we realise that we must conserve the wild lands for our children's children. Only when we have realised the limits to growth here at home can we really begin to solve the problems that confront us.

The fight for conserving the South West in its natural state is basically a positive statement for alternative, informative thinking. Thought, discussion, communication of ideas and desires leads to action that will enable the human race to truly discover its potential for being wholly beautiful.

Globally rainforests are disappearing at a rate of 60 ha a minute. "By the turn of the century, at the geometric rate of removal, most of the world's accessible rainforest will have gone. Sixty million years of evolution will have been

snuffed out, much of it being converted to worthless paper packaging", says Dr Ross Hynes of the Queensland Institute of Technology.

The stage is set for unsurpassed rates of tree felling and wilderness devastation with the leading roles filled by highly-mechanised forestry operations (employing a minimum of people) and manufactured economic greed arising from tough competition. The losers are not just the forest communities — the trees and animals — but people, through reduced aesthetic values, intensive mechanisation leading to loss of jobs, and squeezing out of the little guy and thus more jobs lost.

Threats to the survival of wilderness regions stem not only from forestry malpractice but from other aspects of resource manipulation, such as mining for minerals and damming for power. Long-term survival of wilderness is severely jeopardised by inadequate and antiquated legislation.

During the ride we plan to conduct various activities that will bring the riders together into a united statement. Drama and role plays will be conducted before and during the ride. Music is a powerful medium for solidarity. A Ride for Wilderness song has been written and there is a wealth of good music yearning to be relived. Cumbersome instruments, like guitars or violins, can be carried in the support vehicle.

Communal cooking in the last ride was a rewarding and challenging experience. However, this year, because of the increased size, many meals will be catered for, communal eating, as with all group activities, is not compulsory.

Finally a brief note about the route. Up the East Coast, inland from St Marys to the North West via Launceston, through Devonport and Burnie and down the West Coast to Strahan, arriving January 23rd for the South West Festival. The ride is fifteen days, two and a half of which are rest days, and averages 80 km each day. If you wish to take part in only a bit of the ride that can be arranged.

Rumours that Tassie is a hard slog float around in the cycle touring world. "The East Coast is OK but give the West a miss." Sure, it's a bit tough in places but a cycle tour of Tasmania in its entirety is a thoroughly rewarding experience and such a tour with a large group of like-minded people is an unforgettable experience.

Free information booklets and registration forms can be obtained by sending a large stamped self addressed envelope to:

Ride for Wilderness,
The Wilderness Society,
129 Bathurst Street,
Hobart 7000.

There are only 200 vacancies, first in gets a place.



Cycling through Victoria

by John Pilgrim and Jane Quin

In February we set off on an adventurous tour of Victoria. We thought we were escaping the heat and humidity of Sydney, but while we were sweating it out on the road (parts of Victoria were experiencing their hottest summer this century) Sydney was enjoying a pleasant cool, wet change. Apart from the heat, though, it was good weather for touring.

We alighted from the *Spirit of Progress* at Albury just before dawn. Outside the station we feasted on dry cheese sandwiches (our staple diet for the rest of the trip) while we waited for the sun to rise. At 7am we mounted our bikes after having filled our water bottles (we had no trouble finding water during the tour). I can still remember the feeling of elation as we headed south for Wodonga along the Hume Highway. This was to be the most ambitious tour we had attempted – two weeks roughing it, to break the rut of working life.

We passed straight through Wodonga and continued south along the Wodonga-Beechworth road. By mid-morning we were hot and also tired having missed a night's sleep; consequently we fell asleep for an hour on the roadside.

Feeling refreshed, we continued south to Leneva along a sealed road which was fairly flat at first but then became hilly as we skirted the Baranduda Range. Wooragee primary school is a

pleasant place to stop and rest in the shade and survey the surrounding countryside which is partially cleared and grazed by sheep and cattle. From here it was a slow climb into Beechworth, which is a historic gold town with lots to see such as the Burke Museum, Beechworth Historic Park, and many historic buildings.

After spending a restful first night at one of the two caravan parks, we set off for Myrtleford 30km away. We coasted 3km down a steep winding road through Buckland Gap into the Ovens Valley. Here we rested against a memorial to Hume and Hovell who passed through the valley last century. Then it was a pleasant ride along the quiet road through Murmungee to the Ovens Highway which runs the length of the valley. We were surprised to find the highway so flat and quiet – not so in winter when it takes thousands of tourists into the snowfields. The scenery changed to tobacco farms along the Ovens River and pine plantations on the foothills. Myrtleford is one of the main towns in the valley, with a good shopping centre and a small park which welcomed our weary bodies.

Porepunkah was a quick 25km down the highway. It is a small town with a few shops and caravan parks. It is the gateway to Buffalo National Park to which we intended to ride the next day. However, we met a resident of Porepunkah who

suggested we leave our bikes at his house and hitch up. This we did the next day (it was 28km and a climb of almost 1 000m to the plateau). Buffalo Plateau is a unique area of giant volcanic boulders and outcrops. We spent two days walking the trails, most notably to the highest peak – The Horn 1 720m). In winter the plateau is inundated by skiers but at this time of the year there are only a few people around camped around Lake Catani.

After buying two days' food supplies at Porepunkah, we set off towards Buckland further south. The Buckland Valley is quite narrow and very humid – apparently this is ideal for tobacco growing. We picked apples, lemons, blackberries and walnuts from wild trees and bushes along the roadside. Pleasant thoughts passed through my mind as we pedalled along the not too hilly road but then the road from Buckland to Dandongadale came into view – it looked as if it went straight up over the mountains. We stopped and thought about turning back and going from Myrtleford to Dandongadale via Lake Buffalo, but decided to go ahead – it looked like a real challenge.

A challenge it was. When we arrived at Buckland we asked for directions, only to find that it was a State Electricity Commission access road, which

was closed to the public. However, we decided that it would be OK for two pushbike riders to use it, so we set out in search of the road. Finally we found a track which led through dense blackberry bushes to the road. When we got there we still couldn't work out where it started, but I think we must have passed the turnoff before Buckland.

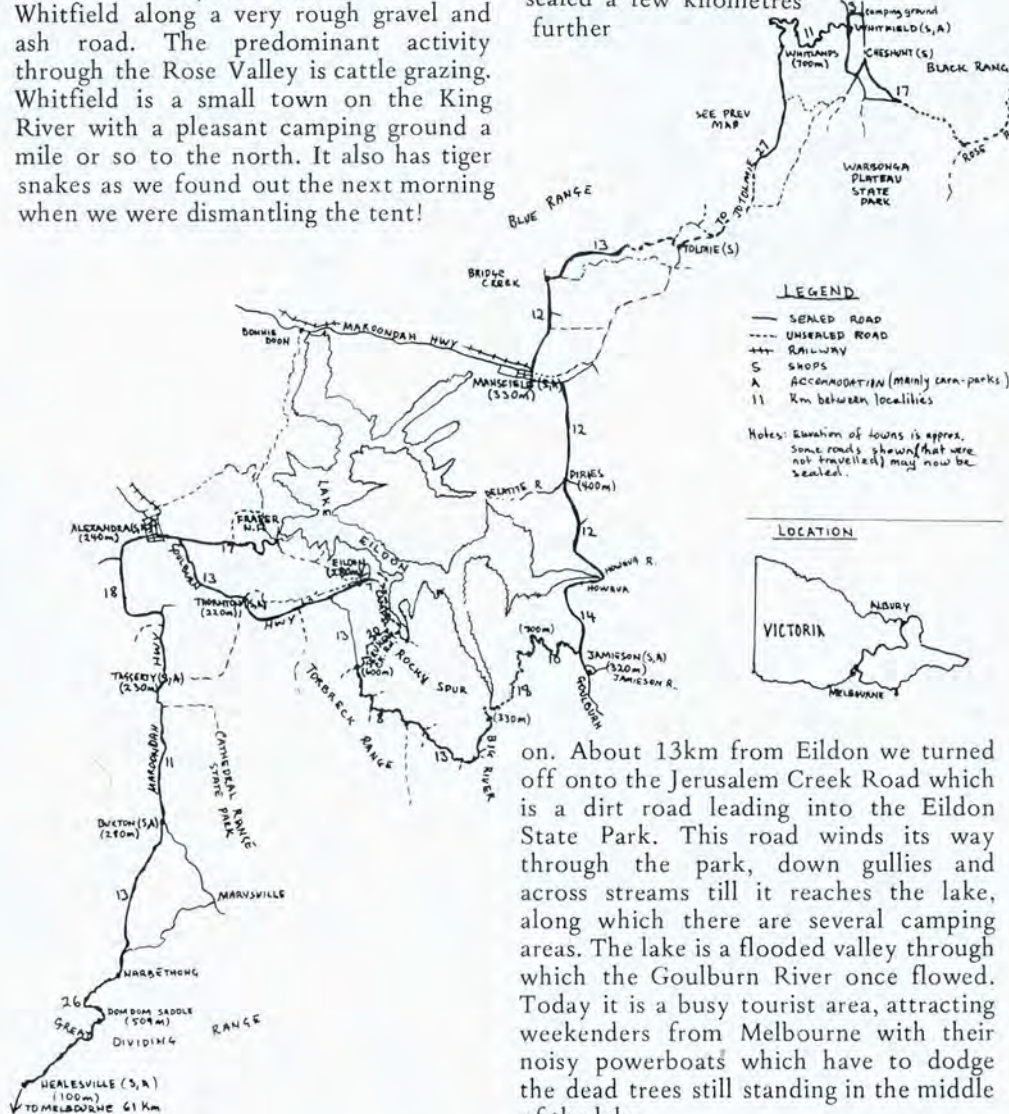
We spent the rest of the day pushing the bikes up the very steep winding gravel road. It was hard work but the scenery, tranquility and scent of the almost virgin mountain gum and peppermint gum forest was more than enough compensation. We camped on a small track at the top (almost 1 200m) and watched the full moon rise above the southern alps. It took us the best part of the next day to get to Dandongadale since we crossed two mountains. However, we could have turned north at the bottom of the first mountain and reached Dandongadale via Lake Buffalo (take the right-hand track just before the bridge across Yarran Creek). We spent the afternoon and evening camped on the Dandongadale River just out of Dandongadale, sheltering from a storm which had been brewing all that day.

The next day we rode 34km west to Whitfield along a very rough gravel and ash road. The predominant activity through the Rose Valley is cattle grazing. Whitfield is a small town on the King River with a pleasant camping ground a mile or so to the north. It also has tiger snakes as we found out the next morning when we were dismantling the tent!

On to Mansfield. The road is sealed most of the way. There is a slow climb out of the King Valley (about 11km) up to Whitlands (700m), thence a very pleasant ride through shady forests to the gravel section, which starts about 15km before Tolmie, and is rather rough. Mansfield is a major tourist town on the way to the ski resorts (most notably Mount Buller) and it is also noisy at night.

Jamieson is 38km south of Mansfield along a busy sealed road. It has only a few large hills, but it was a hot, dry ride so we were glad to reach Jamieson where we bought cold drinks and swam in the Jamieson River. Back-tracking a few kilometres, we got onto the Eildon Road which climbs up to about 700m over 10km. It is sealed to the top then becomes a smooth gravel road which leads down through the Big River State Forest to the Big River. There are several camping areas along the river which is one of the largest rivers flowing into Lake Eildon.

We spent the night at Burnt Bridge camping area and the next day we continued along the road to Eildon which becomes sealed a few kilometres further

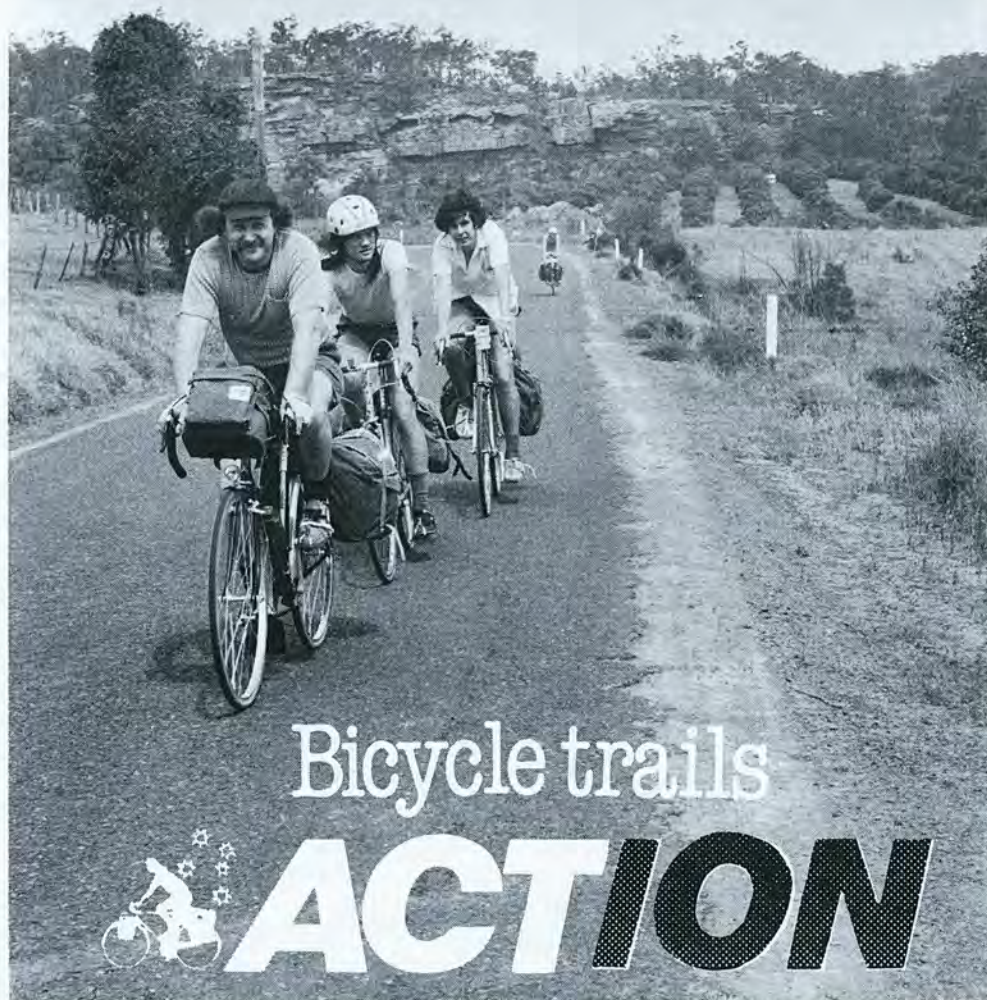


We felt that the area was too noisy so we decided to move on to the Fraser National Park. We followed Jerusalem Creek Road out of the forest and into the Goulburn River Highway which took us into Alexandra. The road is good but hot and busy. At Alexandra (a large tourist town) we picked up supplies (enough for 4 days) then headed east for Fraser. This road is sealed with some large hills and we had to cut a strong headwind for most of the way.

We didn't see much of the park because we left the next day. The lake was just a roar of speedboats and skiers and the camping area was full of school children and cost \$4.20 per night.

So we headed south through Alexandra towards the Cathedral Range where we thought we might stay for a few days. However, after travelling down the noisy Maroon Highway past Taggerty to the turnoff, we decided to go to Buxton and then to Melbourne the following day, which we did (never again on Saturday) but not without an embarrassing end to our holiday.

Healesville railway line (which we planned to travel on to Melbourne) was closed down several months beforehand, so we headed for Lilydale station but before we got there I suffered an irreparable puncture; consequently we arrived at Melbourne in a ute - bikes lying on their sides in the back.



With Hawkesbury sandstone cliffs in the background, riders begin the 100m climb up from the Sackville ferry on the Pacific Coast Cycle Trail.

ACT THREE

Australian Cycle Trails held its third national gathering this August in Tallangatta, north-eastern Victoria. The meeting represented the states of NSW and Victoria with SA and ACT sending apologies.

Considering the enormous number of agenda items up for consideration and decision the meeting was able to deal with all of the business in a quick and disciplined manner. The meeting was essentially a gathering of committed bicycle tourers and will probably be the last of its kind for ACT as the organisation moves from the small steering committee stage towards being a formally constituted national association.

In brief the items dealt with were:

- The completion of the bicycle trail between Sydney and Melbourne. It was decided that a winter and a summer route were necessary due to road closures and severe weather conditions during the winter months in the Snowy. The final

sections are due for publication in *Free-wheeling* during 1982. It was agreed that the name of this trail be the Southern Cross Cycle Trail.

- A report was received from Warren Salomon on possible structures for ACT as a properly set up national organisation. It was agreed that the best structure was incorporation as an association in the Australian Capital Territory. The future structure of ACT would be that of a non-profit community organisation with a voluntary elected board representing the various regions participating in the national cycle trails programme and a national office. To see the organisation through to the first formal meeting of the organisation (ACT 4) in February, the meeting at Tallangatta appointed a steering committee comprised of the following: Public Officer: Peter Jones; National and NSW Secretary: Warren Salomon; National Co-ordinator: Michael Burlace; Victorian Secretary: Peter Signorini; Victorian Co-ordinator: Ron Shepherd;

NSW Co-ordinator: Philip Whitefield. The meeting agreed that affiliations would be sought with all bicycle activist and touring clubs so as to avail the largest possible number of people of ACT membership. Ordinary membership would also be available. The position of National Co-ordinator will eventually become a paid non voting position with the person chosen by and responsible to the board. This person would promote ACT, the organisation, and assist it to achieve its aim (to promote bicycle touring in Australia by the establishment of rural cycle trails) on a day to day basis.

- The staging of a bicentenary event was discussed. It was agreed that Michael Burlace and Ron Shepherd continue discussions with the Australian Bicentenary Authority on the staging of a bicycle event. The strong feeling of the meeting was that ACT should plan and work towards the event in consultation with all other interested and enthusiastic bicycle groups to achieve maximum cyclist involvement in the staging of a large ride.

- A proposal to stage a two week circuit ride around the Snowy Mountains in late summer as a yearly event was accepted by the meeting. The ride was considered to be the first of a number of rides held to draw attention to the ACT cycle trail network. ACT 4 gathering would be held during the ride in the vicinity of Adam-inaby on Saturday 20 February. (See notice of ride elsewhere in this report.)

- Anna Erben informed the meeting of plans to stage a round Victoria ride in 1984 as one of a number of events to celebrate Victoria's 150th Anniversary. It was felt that all of the route developed would eventually become part of ACT's national cycle trail network, ACT should work closely with the ride organisers (Victorian Government) to ensure good information flow and common route marking/mapping and guide book standards.

Other business discussed was the forthcoming Bikeplan Australia Conference, the formation of a Bicycle Touring Association of Victoria, raising the standards of existing trails, government and private assistance and the role of local state and federal governments.

ACT 3 was a resounding success in the estimation of its participants as the gathering did much to lay firm foundations for a successful future.

CYCLE TRAIL NEWS

ACT has now two cycle trails on its books. The Pacific Coast Cycle Trail, mapped and published: Ipswich (Brisbane) to Windsor (Sydney) and the Southern Cross Cycle Trail which will be completely published by next year.

To publicise the Pacific Coast Trail a small group of riders rode the trail in October this year from Windsor to Ipswich. The ride took two weeks and

was ridden part or all of the way by eleven riders. The organiser Warren Salomon said that the ride had been a success and that many people had been contacted and informed of the trails existence in their locality. Press releases were sent to all media along the way and letters of introduction were written to all of the local councils along the way.

The core group of four riders were enthusiastically received by local newspapers and radio. Because of limited time only a few actual contacts were made with local governments.

The ride made lots of friends and the country people seemed glad to welcome more bicycle tourers into their districts. An inventory of all intersection signposts and dangerous plank bridges and road conditions was kept and this will provide information for a submission to the NSW and Queensland Governments currently being prepared by ACT NSW. The ride also gathered more information needed for the publication of a complete guide book.

ACT FOUR

This will be held near Adaminaby NSW during the two week ACT Snowy Mountains Summer Ride. The meeting date is Saturday the 20th February. The actual meeting place has not yet been finalised so all intending participants should contact the tour organiser Warren Salomon (02) 660 6605 (day) for further information in January. The ride will start on Monday 15 February and go to Friday 26th February. The ride is seen by its organisers as a pilot for a regular late summer bicycle ride. This first ride will find out more about the area so that others may follow in future years. Intending participants should be personally self sufficient or organised into a self-sufficient group. Beginners will need to make special arrangements with the tour organiser. The tour will start in NSW from Cooma and will link up with other riders also starting from Albury Wodonga, Beechworth and Wangaratta in Victoria and Canberra and Tumut in NSW.


For details and registration write to Warren Salomon ACT P.O. Box 57, Broadway NSW 2007. Pre-ride meetings will be held in Melbourne, Canberra and Sydney in late January. Contact local ACT Secretary or co-ordinator for date.

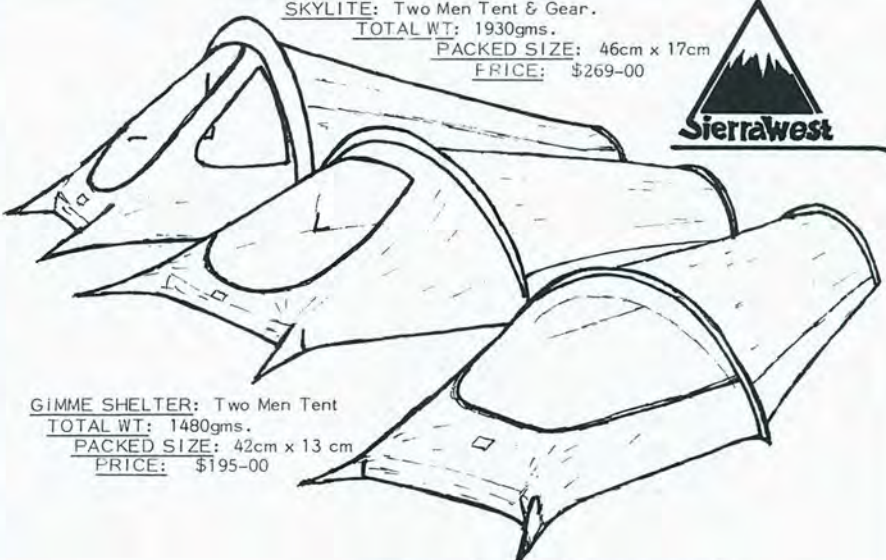
ACT National and NSW Secretary:
Warren Salomon,
PO Box 57, Broadway 2007.
Ph: (02) 660 6605.

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Climbing out of Branhholm

Tasmania: bicycling hints

The Apple Isle is one of Australia's most popular touring areas. Doug Snare, warden of Launceston youth hostel, gives advice for tourers based on his experience with huge numbers of cyclists.

Three hundred touring cyclists plus ninety who hired a bike from us for a week or more visited Launceston youth hostel last summer, up 100 per cent in two years. I find that many do not enjoy their first few days of cycle touring because they have not done enough planning and riding before leaving home. Preparation is the key.

Please do a few weekend cycling trips, either camping out or hostelling, so that you get to know what you need and what you can do without, what you can carry and how fast you can travel. The more you carry, the less kilometres you can travel; if you say "it might be handy," leave it at home. The kilometres you ride before lunch are usually more pleasant than those travelled after lunch.

Carrying Your Load

I have noticed some cyclists having a lot of trouble with their loads. Never buy a carrier rack with only one stay each side and bolts onto the saddle bolt, or an aluminium carrier with one stay each side and one centre fastening bolt; these racks slip down, bend on the stays and don't work. They are made for school books and raincoats only, not for touring. The only good carriers have two stays down each side, two bolts onto the seat stays, are made of steel and are very stable.

Panniers should fit to a carrier firmly, the most important single requirement is that your luggage be balanced — I repeat balanced. One can carry up to 11kg on a rear carrier with no hassle; up to two or three kilograms on a handlebar bag be-

fore one has to think of front panniers. This means you are starting to carry water and food for three or more days at a time. Distribution of weight should be approximately one third to front rack and two thirds to rear rack. The lower the rack, the better; heavy articles to the bottom; clear or marked plastic bags for different categories of items make looking for things easier and keep spare clothing dry.

Your first big hill is the one you will remember, then you start to compare it to all the others over the years.

How Long?

To cycle around half of Tasmania takes 10 to 14 days, to cycle all around Tasmania 14 to 28 days, longer with side trips. Allow for a cost around the state of \$6 to \$9 per day camping or hostelling, plus extra for bus fares if any, gifts, film or eating out. Butchers' shops are scarce

on the West and East Coasts, and in the Derwent Bridge, Maydena and Port Arthur areas. Most Tasmanian shops shut at 5pm. Allow \$7 to \$20 for inspection fees, folk museums, National Trust houses, etc. Tasmania now has a "tourist trap" or two.

There are hills in Tasmania that many people would consider a small mountain on the mainland. Headwinds can be the greatest hassle of any cycle tour. With wind and hills one should consider having a 32 gear on the rear cluster and a long-arm derailleur, particularly when buying a new bike.

Getting There

If you are flying to Tasmania as most people do, you might get your bike over free, I'm not sure how it would go when you fly standby, easier into Launceston and Hobart because of the larger planes. Standby is not available to Wynyard and Devonport as the planes are small Friendships. Please wrap a cover of some sort over your bike if you value it, baggage handlers love to grab spokes as they load your bikes and stack them on top of each other. Derailleurs often come out second-best. When packing, first always take your pedals off, second take your front wheel off, turn the handlebars 90 degrees and wrap the lot. If you have a front rack and mudguards, leave the wheels on and wrap up the lot.

The more questions you ask the airlines before you travel, the more hesitant you are to travel with your bike, particularly overseas. It usually comes down to the individual airline and the individual clerk — time of asking, time of booking ticket and travel — standby travellers often have the least trouble.

The airlines will carry one item of your luggage free, so it is advisable to wear as much as possible and carry your panniers over your shoulder. If not you will pay for an extra item of luggage. If you are coming over by ship, carry as much gear as you can with you, particularly a sleeping bag and towel, no blankets are provided for those who take lounge chairs.

Safety first please. A small first aid kit (particularly roller bandages), a reflective vest (you could make one), a safety flag, red panniers or fluorescent-painted panniers, a red or yellow wind or rain coat, and a cyclist's safety helmet.

Try camping out if you have the equipment as Tasmania does not yet have a complete hostel chain for the cyclist — maybe one day! Bus lines take bikes fairly cheaply as freight — Hobart to Launceston \$4 for bike, passenger fare \$9.70 (some people hitch-hike after placing bike on bus) — 20, 30 or 50km does take the hard work for many out of a long day's ride. There are no passenger trains in Tasmania now.



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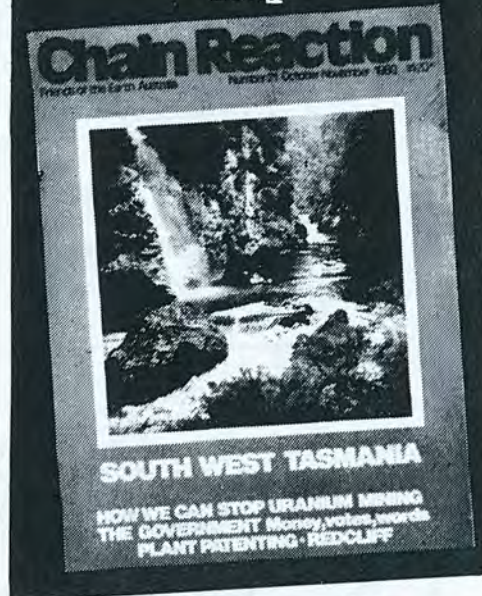
What weighs 2tonnes and falls daily from the sky?
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Via The West Coast

To take advantage of the usual tailwind, try first to Burnie, then to Queenstown, then to Hobart. New YHA hostel at Wynyard, 16km west of Burnie. Cycle or bus to Rosebery, then cycle to Zeehan (the museum there is a must). The Queenstown hostel is good and the Mining Photo Museum next door is worth a visit. The ride from Tullah to Queenstown has some short steep hills. Take the Gordon River cruise only if it is a fine day.

Queenstown to Derwent Bridge — climbing most of the way, Derwent Bridge to Ouse — fair if you travel on the gravel road through the "missing link", otherwise you have a long hill into Tarraleah on the sealed road. Ouse to Maydena through Ellendale good, many hop kilns. Maydena via New Norfolk to Hobart is fair. Lots of traffic, New Norfolk to Hobart.

Via The East Coast

Usually cross winds. If going via the East Coast first, Devonport to Launceston is fair, usually one day's ride. I usually advise cyclists if hostelling only, to take the bus to Winnaleah, then cycle to St Helens. St Helens to Bicheno — early start as usual, good riding, one long hill up St Marys Pass and one long hill down Elephant Pass.

Bicheno to Swansea easy riding. Road into Coles Bay, beware, very sandy. Swansea, Triabunna, Orford good, sorry no hostel yet. Maria Island is well worth a visit, camping only. Orford to Hobart hilly, Hobart to Port Arthur small hills, Hobart to New Norfolk good, lots of traffic, to Russell Falls and Maydena fair. Very often a head wind from Hobart to Queenstown.

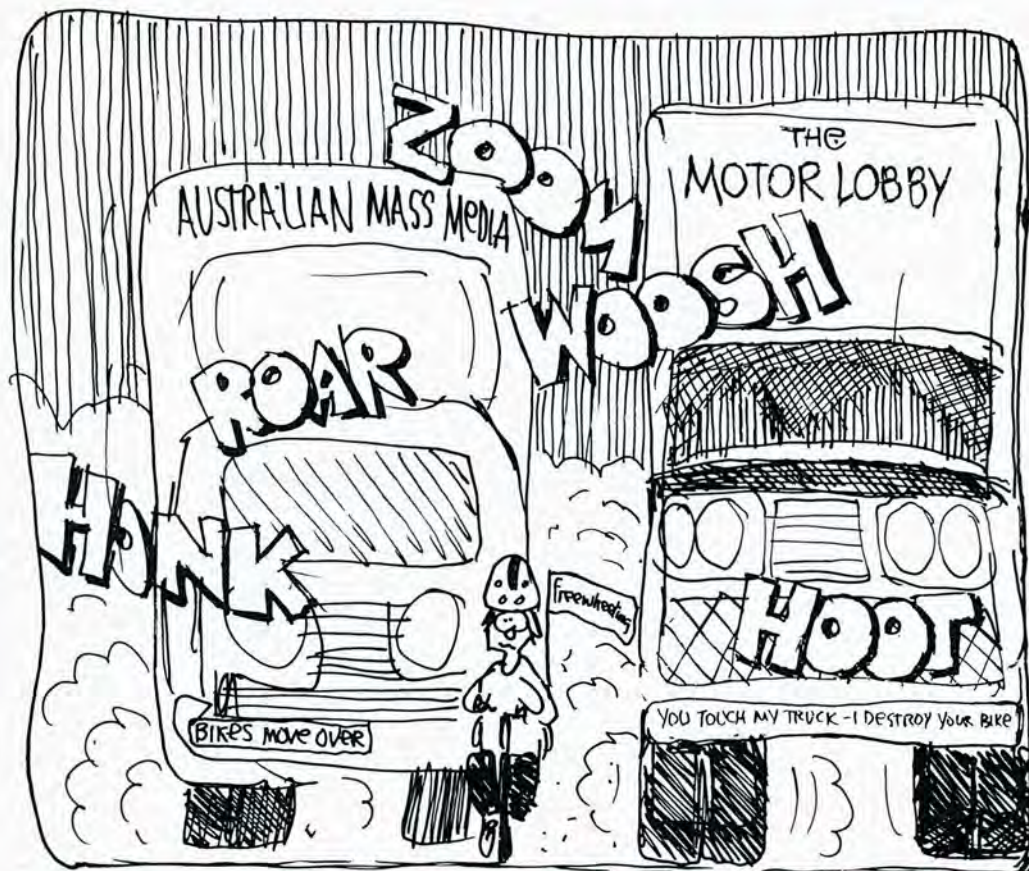
Hobart via Bridgewater to Oatlands is losing its hills as the highway is being upgraded to a very wide road. In country areas a number of log trucks can be found on weekdays, keep left or stop for a moment. Oatlands hostel was created for the cyclist on the Midlands Highway and needs every overnighter it can get, as every Tasmanian hostel must pay its own way. Oatlands to Launceston is flat and fair if there's no head wind.

Happy cycling around Tasmania!

This article is based on one which appeared in 'The Hosteller', YHA of Victoria, Spring 1980.

Doug Snare makes copies of *Freewheeling* 8 available at the special price of \$1.35 plus 55c surface mail or 90c airmail within Australia. This issue has the article on cycling the east coast of Tasmania.

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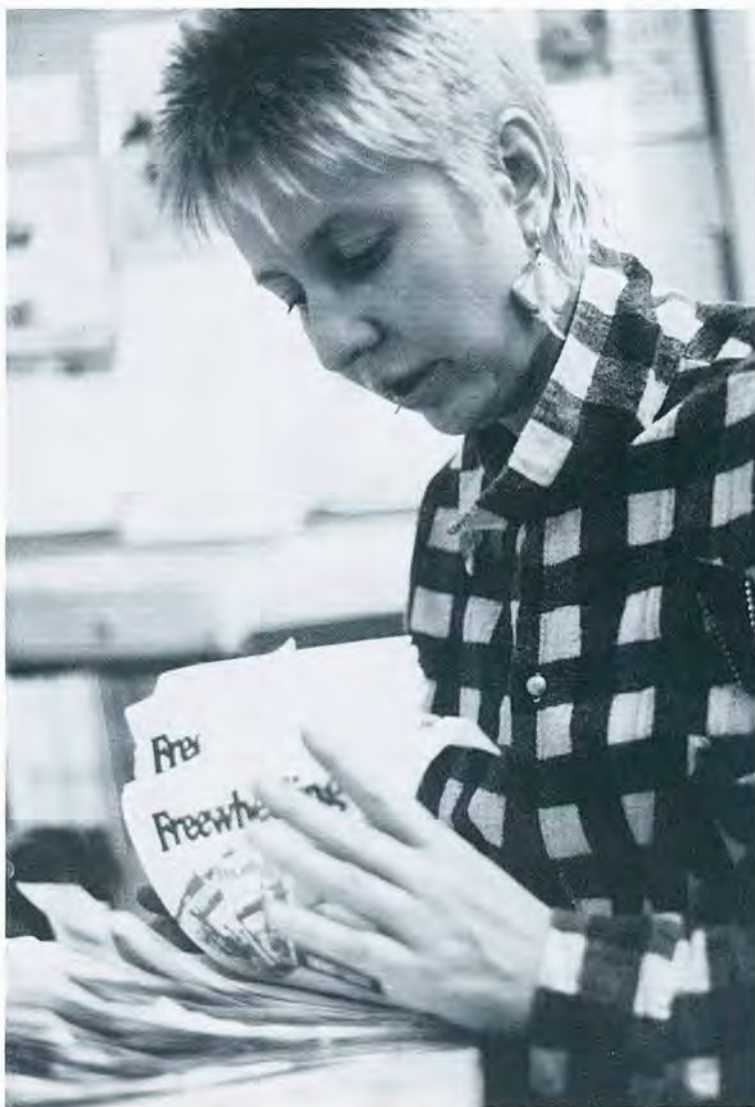
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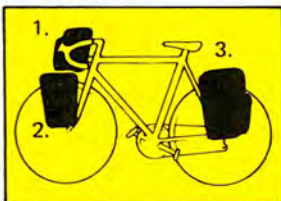
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In addition, there is a large zipped rear pocket. The back panel is of PVC which gives added protection to the Pannier. A carrying handle is attached to the top of each Pannier and the two halves may be securely connected together as an added safety precaution.

4. UNIVERSAL PANNIER

This useful set can be carried on a front or rear wheel Pannier Carrier. The two halves are joined by velcro and press stud fastening, they can be separated enabling one to be used as a shoulder bag with the detachable strap provided.

The Panniers have a zip around main compartment with an additional front pocket.

The back panels on all KS-100e Panniers are PVC.

OUTDOOR AGENCIES. PTY. LTD.
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Beaconsfield,
N.S.W.
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**IN
KS-100e**