



Freewheeling

NUMBER SEVENTEEN \$2.00 NOVEMBER/DECEMBER 1982 Registered by Australia Post — Publication No. NBH 2266.

Keith Dunstan in Los Angeles

Pannier Bag Survey

Adventure Travel Kids Bike Books





RIDING HIGH WITH REPCO

Model 2783/12R



69cm wheels

SUPERLITE CHROME MOLY 12 SPEED

Equipped with: 730 chrome moly frame, alloy Dia Compe side pull brakes with safety levers, alloy stem, alloy handlebar with cloth tape, brazed on cable stoppers, racing chime bell, Sugino cotterless aero alloy cranks, nickelplated chain, racing padded saddle, Suntour Seven 12 speed gears, Italian Nisi alloy wheels with front quick release hub, gumwall tyres, steel reflector pedals, safety reflectors.

Colours:

Beige with Dark Brown, Sky Blue with Dark Blue.

Available in two frame sizes:

Model 2781/12R frame size 53cm

Model 2783/12R frame size 58cm.

Model 2770/12R



69cm wheels

LE MANS 12 SPEED

Equipped with: 755 Hi Tensile frame, Alloy Dia Compe brakes with safety levers, alloy stem, handlebar with cloth tape, brazed on cable stopper, racing chime bell, Sugino cotterless Aero alloy cranks, vinyl racing saddle, Suntour 12 speed alloy gears, alloy stand, quick release front hub, gumwall tyres, steel reflector pedals, safety reflectors.

Colours:

Burgundy Red, Midnight Blue, Sable Black.

Available in three different frame sizes:

Model 2765/12R 53cm frame size

Model 2760/12R 58cm frame size

Model 2770/12R 63cm frame size.

REPCO

Available from all leading Cycle Dealers.

Freewheeling

NUMBER SEVENTEEN TWO DOLLARS NOVEMBER/DECEMBER 1982

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Cover photograph: by Warren Salomon. Freewheeling down Scammels Spur Snowy Mountains NSW. Photograph this page: In the Valley of the Giants see article on page 54. Photo by Neil Jones.



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Freewheeling READER'S CLASSIFIEDS

Listed below are just some of the headings offered in the new *Freewheeling* readers classifieds. Rates are as follows (Note price reduction from last issue) \$6 per 25 words or less. \$0.10 for each additional word. Payment with order please. Deadline for November issue, 4 October; January issue, 6 December; February issue, 1 January.

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Turtle Dove Wheels can supply surfboard carriers (\$35.00) and rucksack carriers (\$12.00) for bicycles (as shown in *Freewheeling* 15). Mail order to: J. Klose 20 Caffrey Crescent Port Willunga SA 5173 or Phone (085) 565 414.

Freewheeling is now accepting classified advertisements from Australian Bicycle dealers. Your advertisement will be read by our 12000 readers nationwide. Ideal for Mail Order dealers as well.

Rates: Per issue 25 words or less \$6.25. \$0.20 for each additional word. Minimum 4 issues. Six issues 15% discount. Payment in advance with order. Deadlines: November issue, 4 October; January issue, 6 December; February issue, 1 January.

Mail to Classified Ad Dept. *Freewheeling* BOX K26, HAYMARKET 2000.

National Bike Events Calendar



NOVEMBER 82

21 Sydney to Wollongong NSW — The first annual *Freewheeling* sponsored ride between the city and the south coast. Spectacular scenery will be experienced as the ride leaves Sydney via the Princes Highway and swoops down to morning tea at Audley. From here riders will encounter the wonderful leafy tunnel of Lady Carrington Drive (less traffic) before arriving at the Lawrence Hargraves Lookout to catch the view and watch the hang gliders. From here it's an easy ride to Wollongong via one of the most breathtaking coastal roads in NSW. From Bulli the route will follow back roads and a proposed cycle route into Wollongong. Special arrangements have been made with the SRA to transport riders and their bikes from Wollongong station back to the starting point at Central Railway Station. Registration form and details in this issue of *Freewheeling*.

JANUARY-FEBRUARY

Jan 31 — Feb 9 LAUNCESTON, TASMANIA — LAUNCESTON TAS VIA WEST COAST AND CENTRAL HIGHLANDS

This tour is especially for students aged over 14 years. It is being organised through Scripture Union, a world wide inter-church youth and family movement. Enjoy 10 days of varied and exciting cycling on the rugged west coast of Tasmania, a cruise up the brilliant Gordon River and discussion times on the Christian faith. Leaders for the tour are also required. For further details please contact the director (03) 609 3170 (Bus.) (03) 497 4291 (Home.)

How to Advertise in this Calendar

The *Freewheeling* National Bike Events Calendar entries are available free to any private or public group wishing to advertise a tour being organized for the general public. Unfortunately, we are not able to list tours for club members only but will mention the important work of clubs in the magazine from time to time and as well publish lists of contacts.

You can notify us of your events by writing to *Freewheeling* National Bike Events Calendar Box K26 Haymarket NSW 2000, or by phoning Warren Salomon on (02) 264 8544. Deadlines are: November issue, 11 October; January issue, 6 December; February issue, 10 January; April issue, 14 March; June issue, 16 May. This is a free community service.



Welcome to Freewheeling

The cruiser bike survey in our last issue has created a lot of interest around the bike scene and we will be continuing this theme in future issues. It was mentioned in the survey that a local distributor had plans to import one of the new Japanese Mountain Bikes which have been developed for the US market. Well the news is that it has arrived, and *Freewheeling* will be bringing you a full off-road test of the

Araya Mountain Bike next issue. That issue is our big summer touring number with a comprehensive survey of the top touring bikes available in Australia.

We were to bring you the results of the reader survey in this issue. These are not available so readers will have to wait until the next big issue of find out what kind of person reads *Freewheeling* and what it is they think about cycling and the way we present it.

The picture above shows the Araya Mountain Bike while the one below shows me thoroughly enjoying the ride given by those wide wide tyres.

Warren Salomon



NSW Reduces Bike Planning Spending.

Planning for bicycles has reached a crisis in the state of New South Wales.

As regular readers of this magazine will know the NSW Government has embarked on a full Geelong Bikeplan

style pilot study in the provincial city of Newcastle. This plan was released about a year ago and has had a rather chequered history. The problem currently facing the Newcastle scheme is that the State Bicycle Committee has insufficient funds to allocate it for its first year of implementation. This is partly due to the recent announcement of the Government's reduction in spending in the area of bicycle planning. A sore blow to the bicycle users of the state and an even crippling blow to the city of Newcastle where the proper implementation of the scheme would have provided a boost to an area hit with high unemployment.

The main problem preventing the successful implementation of the Newcastle plan is the Government's 50/50 funding policy and disastrous interpretation of it by its public servants.

The scheme has produced a rash of small regional engineering bike plans which are now competing for a piece of the ever decreasing funding cake. These bikeplan studies have been encouraged by misguided public servants who believed that an increasing amount of money was available.

This is not to stop things proceeding in totally piece-meal and ad-hoc fashion.

With two Sydney regional bike plan studies completed there is still no strategy plan for the Sydney Metropolitan area to direct and co-ordinate planning for the whole of this complex environment.

The Government has recently appointed its third SBAC chairman who will now have to preside over a deteriorating situation and sort out the mess.

The cyclists have never been used to much in the way of help from the NSW government in comparison with Victoria and South Australia. They are becoming increasingly cynical and have begun organizing for a major confrontation with the government.

Cyclist groups in NSW have never been a close knit bunch, but the issues which are coming to a head are rapidly providing the catalyst for the organizing of NSW cyclists' biggest show of strength yet. This will probably take place this summer.

To prevent any such embarrassment the Government will have to realise that it is the urgent implementation of the Newcastle project which is the key to the cyclists' frustration with the Government. This is the project which has been fought longest and hardest for and they are not about to let go now.

New Products and Ideas

Our new products column this issue is designed for those who need a bit of help selecting Christmas gifts for their bikie friends.



Brake blocks that work well in the wet

It is now well known that steel rims give appalling performance braking in wet weather conditions. To overcome this problem the Raleigh Company (UK) embarked on a research and development

programme which has produced the world's latest design in effective brake blocks which make steel rims brake better in the wet. Marketed as *Raincheck* brake blocks they are different from conventional pads in that their braking surface has a strip of leather bonded to it.

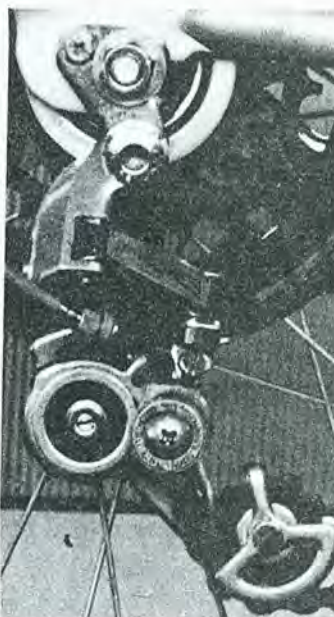
The nett result according to the research, is a brake pad which actually works better than conventional brake blocks on alloy rims in wet conditions.

To qualify this: the leather blocks when saturated are slower to perform but they are still way ahead of rubber pads on steel rims.

The Full Story

For the full story about the new leather brake pads you will need to refer to the 1982 *International Cycling Guide*. The guide carries the full explanation and story of the

development of these revolutionary blocks. A full review of the guide appears in this issue and you couldn't find a more informative gift for any of your bike friends.



New Derailleur Cage

The SunTour company has released a new design rear derailleur cage featuring improved geometry.

The new cage pivots at two points around the same spring loaded pivot as the standard cage. This permits the upper wheel to maintain an almost constant distance from the cog regardless of the gear position or cog size. This system, though doubly articulated is different to either the Huret or Shimano double articulated systems.

The new system should prove of benefit to tourers because of shifting problems usually associated with wide range gearing.



Lightweight Italian Helmet

From Italy comes the Brancale Giro helmet. Its manufacturers have styled the helmet for safety as well as good looks. As with the existing Brancale Sport helmet it is very light and made of ABS plastic. The Giro also features a strong nylon webbing chin strap and a unique nylon quick release which eliminates the fiddly D ring type attachments. It is available in 8 of the most common sizes in white and is suitable for most types of cycling use.



Blackburn Stop Block

Bicycles have a tendency to want to do crazy things when parked beside posts and walls. The Blackburn Stop Block is a small attachment which eliminates this problem and stabilises the bike by locking on the front brake. It slips into the front brake lever to do this and comes with an attachment cord to prevent loss. An especially good idea for using when parking heavily loaded touring bicycles.



Pocket Vise

In the what-to-give-the-bikie-who-has-everything department is a new gadget from the land of gadgets, the USA. Called the Pocket Vise, this

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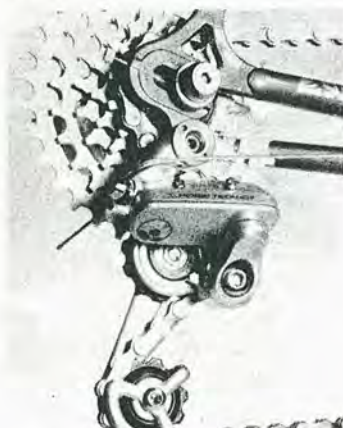
tool made of light weight metal fits easily into a pocket or tool bag and allows a free-wheel to be removed without a long handled spanner. As the photo shows, a piece of pipe or even a slot in a wooden bridge will enable you to remove the most stubborn freewheels. The device weighs about 70 grs and comes in two sizes for either Suntour or Shimano freewheel removers.

ous. The Sports lens remedies this problem and provides relief to other eye related cycling problems, such as fierce winds on long steep descents. The goggles are made of strong clear plastic and have a series of holes drilled along the top and bottom to prevent misting.



Back Strap

From Jim Blackburn Designs comes this simple but efficient rack strap made especially for cyclists. It is made of heavy, long stretch elastic woven flat for greater surface contact. The double hook construction provides multiple anchor points.



Tech Rear Derailleur

A new design in rear derailleur has been announced by the SunTour company of Japan. Called the Superbe Tech and priced at the top end of the line of touring and sports models, the new derailleur uses two large pivot points instead of the more traditional four pins or bolts. The entire shifting mechanism is permanently lubricated and



hermetically sealed. Adjustable body angle and slant parallelogram geometry are existing features retained in the new design.

In addition to the sealed mechanism is the unusual cable routing which provides a more direct pull and eliminates the need for outer cable casing.

The Superbe Tech is available in short arm racing and long arm touring models.

More Sealed Hubs

Following on the recent popularity of sealed bearing hubs the SunTour company of Japan have announced their own version.



Guardian Small and Large

Australian helmet manufacturer Guardian has released its new small and large helmet sizes. The helmets have a specially moulded shell from tough ABS plastic and in time should receive SAA approval as with the Guardian Medium Size helmet. The new sizes are similar in physical appearance to the popular medium helmet with the same flow through ventilation holes provided.



Sports lens

The joys of a country road at dusk... splat erk!...

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Tubes

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Rim Tapes 27"

Spokes & Nipples

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Freehub

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Shimano 600 EX Series Large flanged
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Handlebar

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Handlebar Stems

Light alloy

Handlebar Tape

Cloth

Chains

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Toe Clips

Model 67-10, Leather

Toe Straps

Saddle

Kashimax Super

Saddle Pillar

Sakae Light alloy

Double X
Malvern Star



New Products and Ideas

The hub shell is computer machined from an alloy casting and both high and low flange models are available. Only 36 hole drillings are available at the moment and BMX colours are provided with either bolt up or quick release axles. The bearings are of an international standard size and with the right specialist equipment could be eventually replaced.



alloy 2 strut-rack comes complete with two elastic shock cords plus fittings and attachments. The carrier tray is designed to incorporate a centre rung that allows you to carry a basket ball or foot-ball. The carrier is made from light weight alloy material and is vinyl coated in a range of colours.

A Gripping Experience

The Kryptonite company of the US have released in Australia their Krypto grip handle bar pad set. Designed to eliminate tedious bar-jar these grips differ from the many types of grips currently available by being made of a denser, more abrasion resistant material. These grips are a smaller size on the hand yet are soft enough to absorb the shock of street riding and long distance touring. They are washable, do not absorb moisture and have built in end plugs.

Fitting instructions are provided with the packing.

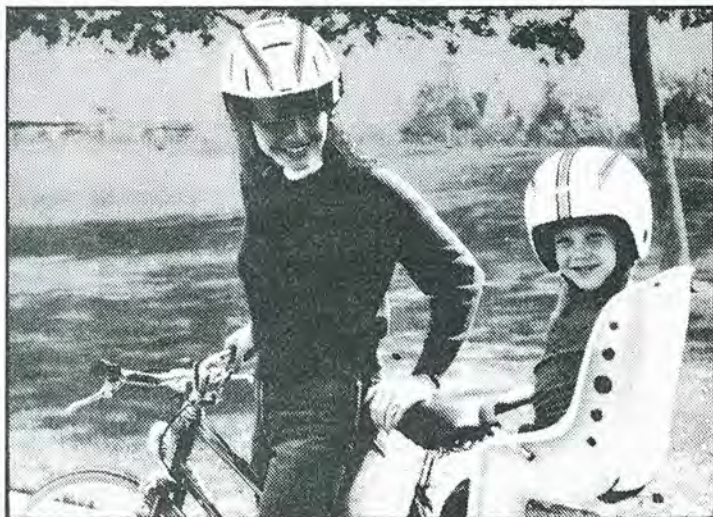
Alloy Carrier

Also from Kryptonite and an ideal gift for the sporty rider is the Krypto Carrier. The



Mountain Bike Equipment

The keen interest in the mountain bike design currently being shown by Americans has prompted the Japanese to enter into manufacture of specialist components. Sun-Tour has released new products and a further detailing of these will accompany the mountain bike review which will appear in next issue. New mountain bike products re-



leased by SunTour are: Micro-lite Thumb Shifters; Mountain Bike Pedals; The AG Tech rear derailleurs (this uses the new twin-pivot cage).

New Bell Helmets

Following hard on the initial surge of new bicycle helmet designs come two of the new wave designs from US manu-

facturer Bell. The Tourlite is a completely new design in that it has only a vague resemblance to the existing Biker and Prime models. Its special advantage to tourers is in its streamlined shape and built in visor. It also features a removable chamois sweat pad and redesigned retention system.



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SPECIFICATIONS

Frame — CrMo Champion No. 5 • Sizes — 53cm/21" and 58cm/23" • Handle Bars — Alloy Drop • Handle Bar Stem — Alloy hex key • Headset — Tange Falcon • Saddle — Elina Super Pro • Seat Post — SR Laprade Alloy Microadjust • Chainwheel Set — Shimano 600 EX 42 - 52 • Gears — Shimano 600 EX • Rear Cluster — 14 - 22 T 5 Speed gold Std type • Gear Levers — 600 EX Down tube • Chain — H.K.K. Gold/Blue • Pedals — MKS Quill 2K Alloy • Hubs — Shimano Q/R High Flange • Rims — 27 x 1 Alloy Araya 20A • Tyres — Panaracer Skinwall 27 x 1 1/8 90 PSI • Brakes — Dia Compe 500 G • Toe Clips and Straps — MKS • Cloth Tape — Black • Braze on Biddon — Yes • Braze Cable Guide (Brake/Gear) — Yes • Extras Included — Bottle and Cage.

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New Products and Ideas

The Bell company has also released a new model for very young children called the Mini-Mate. This helmet fits snug onto smaller heads and is designed principally for passive use. This is really a means of protecting child passengers rather than providing a helmet for bike riding youngsters. It has none of the ventilation scoops which are a feature of the adult helmets but it does provide a better protection for the lower rear part of the head than do conventional bicycle helmets.

New Games

Though mentioned previously in New Products and Ideas we thought the Cycletron game should be included in this Christmas selection.

The game is suitable for six players of between the ages of 6 to 15. It consists of a washable PVC play mat which has a track in the form of a BMX bike printed on it.

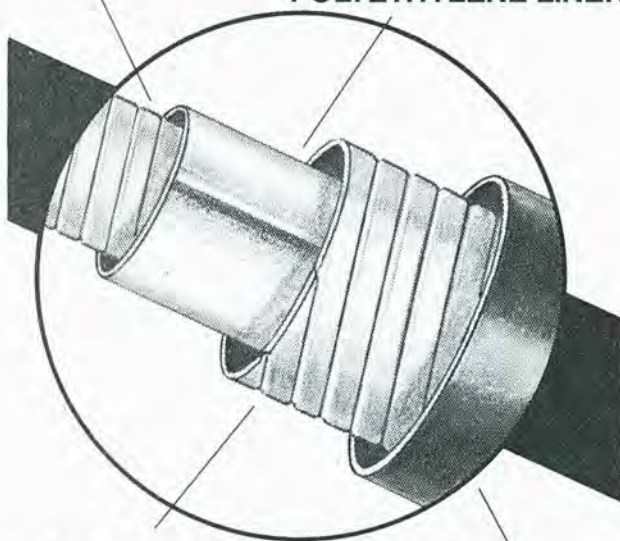
The game is an excellent way of giving kids a good introduction to the road rules and certainly encourages good bicycle riding practices.

The object of the game is to complete the course collecting a set of nine Bicycle Maintenance Cards along the way and arrive back at the start before the others.

Ideal for parents who want to involve themselves and their children in important cycling safety issues. Now available by mail order.



TEFLON LUBRICATED AIRCRAFT CABLE POLYETHYLENE LINER



HALF-ROUND WOUND CONDUIT

Ultra Glide Control Cables

Rusty and corroded steel gear cables take the ease and pleasure out of cycling. The problem can now be neatly solved by installing these new Teflon lubricated aircraft cable in and outer sets. Ultra glide cables come in brake and gear cable configurations in a variety of mix and match outer cable colours for the fashion conscious biker. They reduce cable friction remarkably well and are guaranteed for 3 years.

New Panniers

Located elsewhere in this issue is the new updated Free-

VINYL HOUSING

wheeling guide to bicycle panniers. Since our last market survey many new designs

have become available. Some have been mentioned in this column. The good thing is that the Australian pannier bag market is now world class in the quality and range of bags available.



Wooly Seat Cover

Padding, as any long distance cycle rider knows, can mean the difference between a comfortable journey and a sore aftermath. One of the nicest kinds of padding available is a sheep skin seat cover called the Num-Bum Protector. The cover fits all kinds of saddles and consists of a section of fleecy sheep

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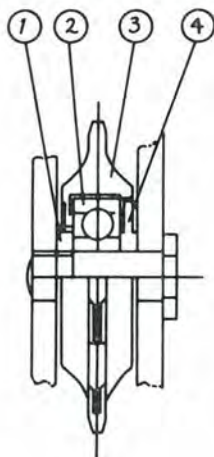
Apollo Bicycle Co., Pty Ltd,

735 Pacific Highway,
Gordon, N.S.W., 2072
Telephone: 498 7380

New Products and Ideas

skin with draw string attachment.

The seat cover can be easily washed and is the same kind of material that mothers use to line baby's cots. You may not end up with a baby bum complex but your ride will certainly be more comfortable. Ideal as an aid to eliminate chaffing when riding in Summer weather wearing swimming costume.



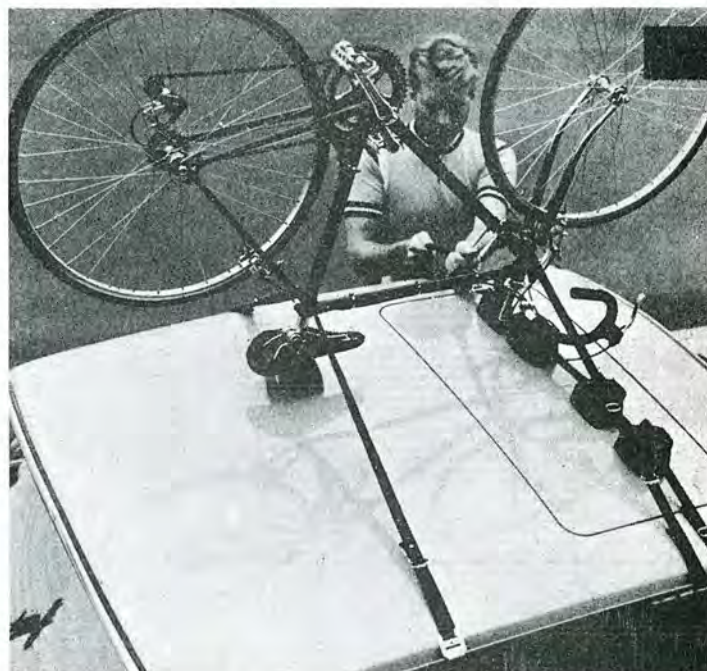
1. Aluminum Bushing
2. Sealed Bearing
3. Resin Pulley
4. Bearing Retainer

Sealed Bearing Jockey Wheels

SunTour has adapted the sealed bearing concept following the success in the USA of the idea and is now offering its standard jockey wheels in this form. The SunTour uses a special bearing though a standard 626ZZ fits and works almost as well. All dimensions make the product fully interchangeable with SunTour jockey wheels.

Bicycle Transporter

The Zulu rack from Cycle-sports goes from car boot to roof top in less than four minutes flat. The new rack



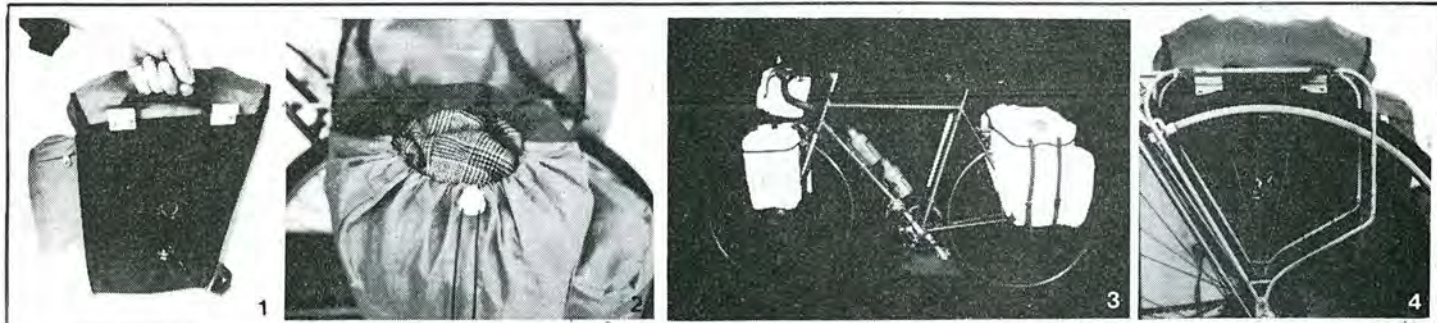
rolls up for storage when not in use, eliminating the cumbersome appearance of permanent cartop and rear bumper

bike racks. The Zulu rack holds one or two bikes and can carry different sized bikes, from BMX bikes to ten-speeds.

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HikerBiker Twilight Safety Panniers



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Cyclistes

Those amazing women of the Victorian era

by Jim Fitzpatrick

In the 1890s Australia, like many other countries, was swept by a fascination with the safety bicycle. Probably two hundred thousand Australians bought the machine during that decade, often financing it by means of 'easy terms'. By the turn of the century the cycle was used throughout the continent by people from all social classes. Its influence was felt in all facets of society, and its impact in some areas was tremendous. Nowhere was this more evident — or controversial — than with women.

Many Australians — men and women — felt that wherever a woman's place was, it was not on a bicycle. One proffered bit of medical advice was that too early or frequent riding by young girls could create 'heaps of trouble for their womanhood'. It was also common sentiment that a woman on a bicycle was synonymous with immorality. Why this was so was

never adequately explained, but the presumed consequences were occasionally described. In America, a judge ruled:

It will not allow a fallen woman to ride a bicycle in Cincinnati . . . a fallen woman riding promiscuously about the city and suburbs on a wheel is capable of doing a great deal of harm not only to uncontaminated boys who ride wheels, but innocent girls as well.

Repeating the comment, in 1897, the editor of a Western Australian journal suggested it as a 'matter which at present is too painfully apparent in our own city of Perth'.

The sheer thrill of riding and the great utility of the machine could not be denied, however, and the bicycle's popularity among women soared. By the mid-1890s social columns described the cycle's use by the wives of doctors, solicitors, professors,

clergymen, and government officials. *Cyclistes* (as lady cyclists were frequently referred to) had become a social fixture.

But for those rushing to take part in the new craze, there was the problem of learning to ride. Friends and relatives were not inclined to lend their relatively expensive machines to novices. The intending *cycliste* quickly learned that she was entering a realm of non-so-common adventure. In that era, when few people could yet cycle, a proficient rider was looked upon with respect, and the art of riding had a certain aura.

Bicycle riding schools enjoyed a brief vogue. They supplied instructors, bicycles and a smooth surface upon which to learn — something not always easy to find at that time. Sexually segregated lessons were standard (enabling the *cycliste* to avoid ridicule as the advertisement said, while learning, no small factor contributing to the schools' popularity), although mixed classes were available. Probably the greatest facility in Australia was the Musical Cycle Hall in Fitzroy, Victoria, owned by MacRobertson, the 'Confectioner, Chocolatier, and Chewing Gum Manufacturer'. It had a fifteen by thirty metre floor and 'attendant conveniences', including a tea, coffee and cocoa room. The staff of '4 ladies and 4 Gentlemen experts' was overseen by Professor C. H. Eckenstein, Royal Cycle Instructor. His credentials were impeccable: Instructor to the Princess of Wales, Duke and Duchess of Connaught, Lord Lennox, Lord and Lady Brassey, and — to assure that no one was offended by exclusion — the entire Victorian Government House Party. However, either Professor Eckenstein brought too many problems with him or the indomitable Aussie cyclists proved too much for his European sensitivities, for he committed suicide within a year.

After the elements of riding were mastered there were more advanced techniques to be learned. The 1896 - 1897 social season ostensibly promised 'more cycling on programmes than dancing', and the intending socialite was advised to incorporate the 'poetry of motion, the gliding swan-like evolution of the Cycle Quadrilles' into her repertoire. As this manoeuvre was currently the 'London and American craze', there seemed little doubt, to many, that it would be quickly adopted in Australia as well. Fortunately it was not.

The bicycle provided an increased freedom of movement for Australian men and women and they began touring along roads which they never before had occasion, or the means, to explore. Australian women were very early involved in convincingly demon-



HON. RUPERT AND MRS. CARRINGTON.

Victorian Fashion



Short Skirt

Divided Skirt



Knickerbockers



Below: Numerous clothing sales outlets attempted to cash in on the cycling craze by advertising their line of clothing in the various cycling journals. This one is from the *Austral Wheel* in 1896.



Left: From the US magazine *Harpers Bazaar* 1894. "An elegant and attractive form of the French costume. Turkish trousers are made of such fullness that when standing upright the division is obliterated." Above: A combination skirt and knickerbocker. The skirt could be raised and held with two tapes to reveal the daring 'rational' dress.

HICKS, ATKINSON AND SONS

B. KING'S

Royal Letters Patent

SKIRT FOR LADY CYCLISTS

This Patent will be Rigorously Protected.

It Combines Modesty, Comfort, and Safety; it is Absolutely Impossible to Catch in the Cogs, or to become Inflated. It has given the Greatest Satisfaction to those Ladies who already have it in use.

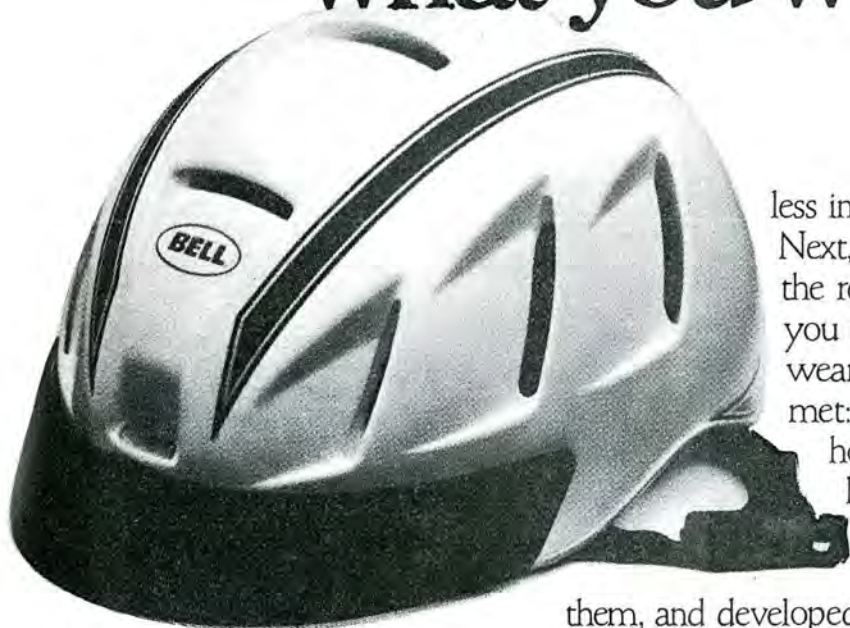
The Highest Medical Authorities have given expression of their Thorough Approval of the PATENT SKIRT.



HICKS, ATKINSON & SONS, COLLINS STREET

Introducing TourLite.[™]

The intelligent alternative to what you wear now.



less intelligent. Next, examine the reasons you don't like wearing a helmet: they're hot and heavy.

We examined

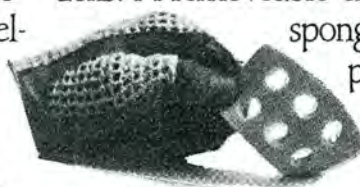
them, and developed our wind-grabbing vent system that keeps you cool under fire from the sun.

And TourLite's light enough not to weigh you down.

Of course, you may think other full-coverage helmets are cooler and lighter. But that's because you haven't worn a TourLite.

Still not convinced TourLite's more intelligent? Then consider this. A sizing kit that

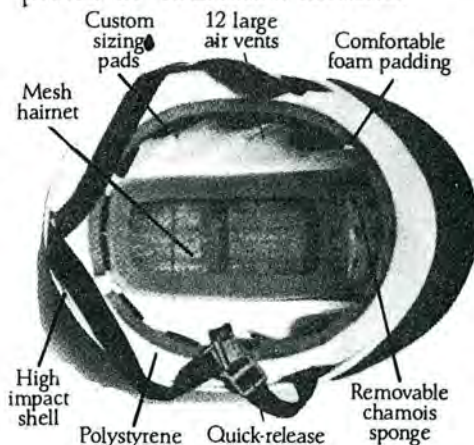
fits TourLite to your head, not vice-versa. An adjustable visor that cuts glare in all riding positions. A removeable chamois sponge brow pad that



Removeable chamois sponge

won't turn into chamois sandpaper. And styling that's just as smart as the helmet.

We could go on and on. Instead, we'll just ask you to compare your helmet to the photo of TourLite's features.



As you see, there's no comparison.

And if that doesn't convince you TourLite's designed more intelligently, this will.

It's made by Bell.



Our new TourLite is designed more intelligently than your helmet. And to prove it, we'll put our features where our mouth is.

First, think of the reason you wear a helmet: protection.

We did. That's why TourLite covers you front to back and all points in-between. With a tough outer shell and polystyrene liner. Together, they work like a shock absorber to resist impacts.

There's a good chance your helmet's made from thin plastic backed by comfort foam. That's not very intelligent. It may even expose part of your head. To things like curbs. That's even



Custom sizing pads





Mac Robertson's Royal Cycle Instructor
(PROFESSOR C. H. ECKENSTEIN)

strating the machine's potential for personal travel, not only for local commuting, but for long-distance touring. Who would chaperone on the now-possible trips of a hundred and fifty kilometres a day was no mean question to be faced. The common image of much early feminine cycling is that of a lady accompanying her

husband or boy-friend on a tandem bicycle (a great debate centred about whether the lady should ride in front or back). However, tandems were very expensive and generally found only in the highest social and economic circles. Most women rode their own bicycles.

Australia's pioneering long distance *cycliste* was Mrs E. A. Maddock, of Sydney. She first started riding in 1892 and during the year made a 500 kilometre ride to Bega, averaging nearly a 100 kilometres a day. Next year she completed the Sydney-Melbourne ride in nine days, becoming the first *cycliste* to do the journey on other than a tandem bicycle. In 1895 she and her husband covered 2,600 kilometres on a return trip from Sydney to Brisbane. They took the coast route north and returned via the New England Highway, averaging a 130 kilometres per day on the southward journey. By 1897 the Sydney-Melbourne ladies' record was lowered to six days and thirteen hours. In late 1898 Mrs H. P. Nicholls did it in six days and seven hours in rain and headwinds; flushed with success she said she would try the Nullarbor next, but the ride did not take place.

In the late 1890s cycle racing was extremely popular. The Austral Wheel and The Australian Natives' Association Wheel Races in Melbourne were great events, attracting two-day crowds of



SERPOLETTE.

between forty and sixty-five thousand, a significant proportion of them women. Their interest in cycle racing was keen and they often exhibited a considerable knowledge of the terminology and action. However, because cycle racing was also associated with physical danger, bad language, gambling and, often, low moral repute, women

Right: A Sydney couple, in October 1897. Mr. N Collins and Ms. J. Adams had cycled to Melbourne on their machine.



THE SCORCHER'S CHILD.

FREDDY: "Mother is going to buy me a bicycle, Mr. Wheeler."

MR. W.: "When you get bigger, Freddy—your legs are not big enough yet."

FREDDY: "But that will make them big. You ought to see ma's legs since she's been ridino."





DANGER.—AUNT MINERVA: "WAIT, HORACE, I INSIST, UNTIL IT HAS PASSED OUT OF SIGHT."—("FALL MALL BUDGET.")

were not accepted on the track itself. Although an occasional race was held for women, Australian cycle racing in the 1890s was essentially a male-participant sport.

The most publicised event in the country involving a racing *cycliste* was the tour of Mademoiselle Serpolette, 'the champion lady cyclist of the world', sponsored by the Gladiator cycling firm. The young French girl, 'hardly out of her 'teens, good-looking, with pleasant expression and jet-black hair, charming in manner, and vicious' had been a virtual terror on the track in Europe for over three years. Her mid-1898 tour was to include, among other things, match races in Australia. One journalist commented that undoubtedly she was 'capable of shifting her machine to a lively tune, but with all due respects to Mademoiselle, we think the game unladylike. The morbid curiosity attracted by these exhibitions is one not likely to influence the pastime for its good'. Serpolette was not seen in competitive action in Australia, for the simple reason that there was no women in the country remotely able to measure up to her abilities.

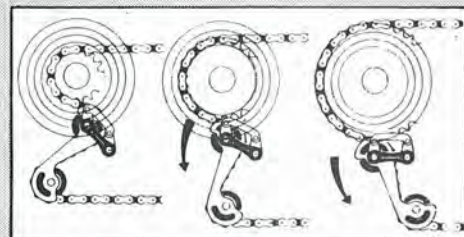
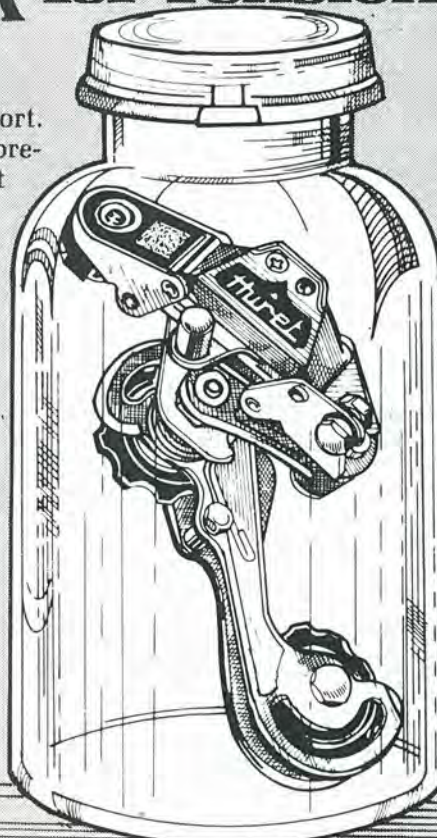
Probably the most controversial issue surrounding *cyclistes* was the matter of appropriate clothing. The difficulties and discomforts inherent in

Duopar: Rx for Tension Headache

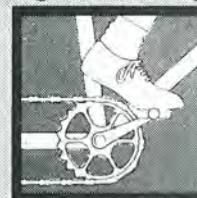
Symptoms: Chain clatter. Discomfort. Leg fatigue. A combination due to imprecise shifting and the inability to shift gears while pedaling uphill.

Prognosis: The use of a wide range freewheel requires a rear derailleur which applies constant tension on the chain.

Remedy: Duopar by Huret. The only derailleur in the world granted a patent for its unique dual parallelogram design. Capacity: 12-36 at the freewheel. Available in Titanium/forged light alloy or light alloy/steel. Duopar maintains constant tension by keeping the length of chain between the upper roller and each freewheel sprocket virtually the same. Result: the smoothest shifting touring derailleur ever!



The Duopar Effect: Second parallelogram maintains same distance between roller and sprocket regardless of sprocket size.



Huret®
For general
or trade inquiries contact:

PEDLAR

P.O. Box 930 Canberra City ACT 2601 Phone: 48 8911

riding in long dresses were obvious to all. The introduction of the dropframe or step-through model made cycling safer for the ladies. Skirt guards (a series of cords strung between the mudguard and hub) prevented the skirts from becoming entangled in the wheels. But a problem with skirts was that they had a tendency to 'become inflated'; the ultimate solution was to develop split-skirts, bloomers, or 'rationals', as they were most commonly known. Because these were so much ridiculed, and yet were eminently practical, much effort was devoted to developing an outfit that could serve as both a suitable riding costume and acceptably modest street dress. One such outfit was the combination skirt and knickerbockers. When the lady wished to cycle she could pull a set of draw-strings to lift the dress out of the way, revealing her knickerbockers. These created a furore at the time; given their appearance it is not surprising.

Although rationals or bloomers do not appear to have been used by most women, the few that did appear were enough to cause considerable discussion, ranging from platitudes from the pulpit to bar-room guffaws. One poet, Saxon Browne, said in 1899:

*There's a League, I hear, whose one idea
Is to make the hens all cocks;
How it raves and rants, "Hurry up with Pants!
And away with Frills and Frocks!"*

*Oh it's little it recks of the charms of sex,
The charms of a petticoat tender?
For its cry is this, "Let every Miss
By a mystery in gender".*

*"Let nobody dare a skirt to wear,
The garment's too effeminate;
We want all girls to drop their curls
And deminine grace to eliminate."*

*When a beard they've reared (or whiskers weird
For those that like to grow them)
It strikes me then they'll be very like men,
And how are we going to know them?*

*Oh the little god of love must be weeping up above,
When he hears these dreadful rumours;
For there's no romance in a pair of pants,
You can't make move to bloomers.*

*Two reasons I advance against women wearing pants —
Distinction of sex it erases;
And second, it's a 'cert.' when my sister sheds her skirt
She'll borrow my bike and braces.*

For many Australians the bicycle was a symbol of the 'emancipated woman', the transport of avant-garde feminism. As such, cycling was often

associated with such other socially advanced activities as women smoking in public. The Breaker gave his wry comment upon the matter in the *Sydney Bulletin* in March, 1897:

Fashion for safety

STYLED FOR GOOD LOOKS

The new Brancale 'GIRO' helmet for touring, racing and commuting

Technical Characteristics:

- Lightweight
- Quick-release buckle
- Designed to give good ventilation
- Padded to give excellent back of the head and behind the ear protection
- Absorbant inside padding to give a comfortable fit
- Available in 8 sizes



"GIRO" helmet



"1022" helmet

brancale
sport s.a.s.

27029 Vigevano ITALIA
Corso Torino 93 - Tel. (0381) 75033

The Striking Girls

*She was a biking girl – a giddy creature,
Who 'round the neighbourhood had wheeled of late,
With angular figure and flinty feature,
An oldish girl – although quite up-to-date!*

*It was the mellow hour the sunlight lingers
Among the tree-tops – just ere shadows pass;
She held a cigarette between her fingers,
And rested, with her bike, upon the grass.*

*We don't, ourselves, give cred to empty rumours,
But we saw this: just as the sun took flight,
She took a match, and on those shapeless bloomers
Struck it – quite man-like – and obtained a light.*

Whether *cyclistes* were variously the objects of serious discussion, parody, satire, ridicule, and scorn –

or were simply ignored – they possessed enough economic influence to be assiduously courted by commercial

interests. Tyre companies such as Dunlop aimed advertisements directly at them, emphasising the ease with which their tyres could be repaired by ladies. Many of the cycle shops were, by present standards, luxurious. The *Electra* Cycle Depot in Collins Street, Melb-

ourne, for example, had spacious showrooms, richly decorated premises, and a 'retiring room' exclusively for *cyclistes* who pedalled into the city and needed a rest. They could leave their machines there and return to rest during the day, and hopefully would sooner or later buy a bicycle or accessories at the shop.

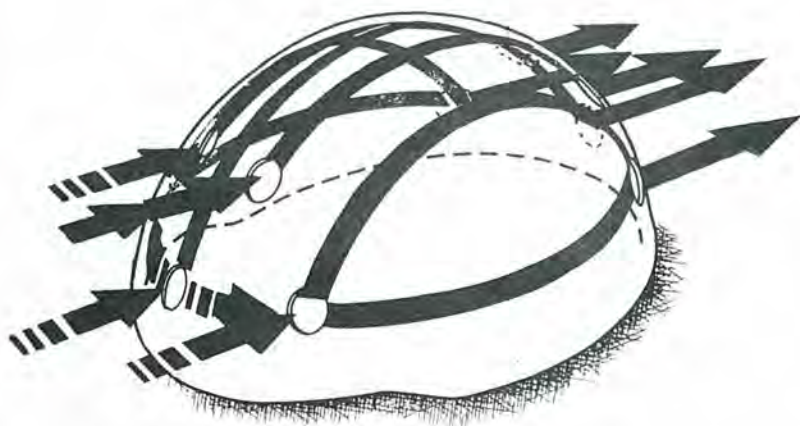
In Europe, large multi-coloured street posters (painted by such artists as Toulouse-Lautrec) featured nude and semi-nude women in bicycle advertisements. While such posters were apparently never displayed in Australia, the world-wide Silvertown Tyre Company, advertising that it had won a South Australian government contract to supply tyres, sued a large photograph of an attractive woman solely for the purpose of getting the reader's attention; sex in advertising had become an element of the Australian scene, even if only on a small scale. The presumed feminine desire for material goods and the status conveyed by bicycle ownership were played upon as well. Massey-Harris ran an advertisement in which it was suggested of an obviously well-to-do lady that the 'Only Want' she had left was a Massey-Harris bicycle.

Though the bicycle was unquestionably an important technological introduction to Australia its influence has never been adequately assessed. For those interested in the changing role of women in Australian society, in particular, a study from the perspective of the bicycle will offer some rich rewards.

Women, like others in Australian society, succumbed to the allure of the bicycle in the 1890s. It provided a new mobility, an important impetus to the gradual rationalisation of clothing standards, and furnished an outlet for vigorous social and athletic activity. But the blessings were mixed, according to some. While women were certainly attaining a new self-confidence, it was not always a result of lofty motives. A lady wrote in 1897 that 'a woman on a bicycle, no matter if she be attractive or otherwise, invariably rides with an air of self-satisfaction . . . it is a case of seeing herself as she thinks she is, not as others see her, and when she meets or passes a fellow-cycliste on a wheel, she will criticise and think, even if she does not say, "I am sure I look better than she does"'. Probably she looks about the same, or worse'. Notwithstanding such barbed comments, the very fact that women were riding in large numbers was a radical change from four years before, when it was felt that 'Dame Prudence dictated that women should not cycle – the sport was ungainly, unwomanly, and robbed the sex of its attributes'.

GET THE INSIDE STORY ON THE NEW MSR BICYCLING HELMET

IN THE PURSUIT OF EXCELLENCE, MSR HAVE SET A NEW STANDARD IN BICYCLE HELMET DESIGN AND MANUFACTURE



- A new helmet liner with comfort and sizing pads that absorb shock over a wide range of forces from minor bumps to major impacts.
- Ventilation channels in the liner that correspond to 10 separate ventilation holes (2770mm²) as well as ventilation channels incorporated into the brim. All this has combined to give excellent cooling characteristics without loss of stability on the head.
- A reduction in weight with no sacrifice in protection.
- An even larger range of sizes (X-Small now goes down to 49cm!)
- A rapid sizing system using Tricot covered, Velcro backed liners.
- The post-accident helmet replacement policy, still operates. The Australian collection of "used" helmets grows weekly.

These helmets reinforce our conviction that an MSR helmet is

THE BEST WAY TO KEEP A HEAD

Check it out at your nearest MSR helmet stockist.

Trade Enquiries:— BIKETECH, P.O. Box 152, Wallsend, N.S.W. 2287.

Telephone (049) 524 403.



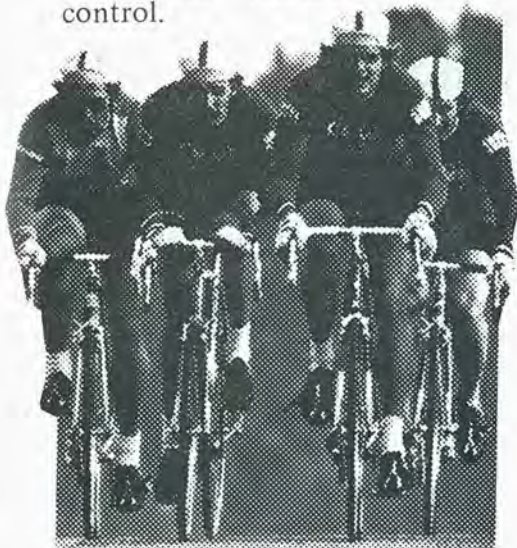
Mountain Safety Research

Zeus quality and service to keep you rolling on and on

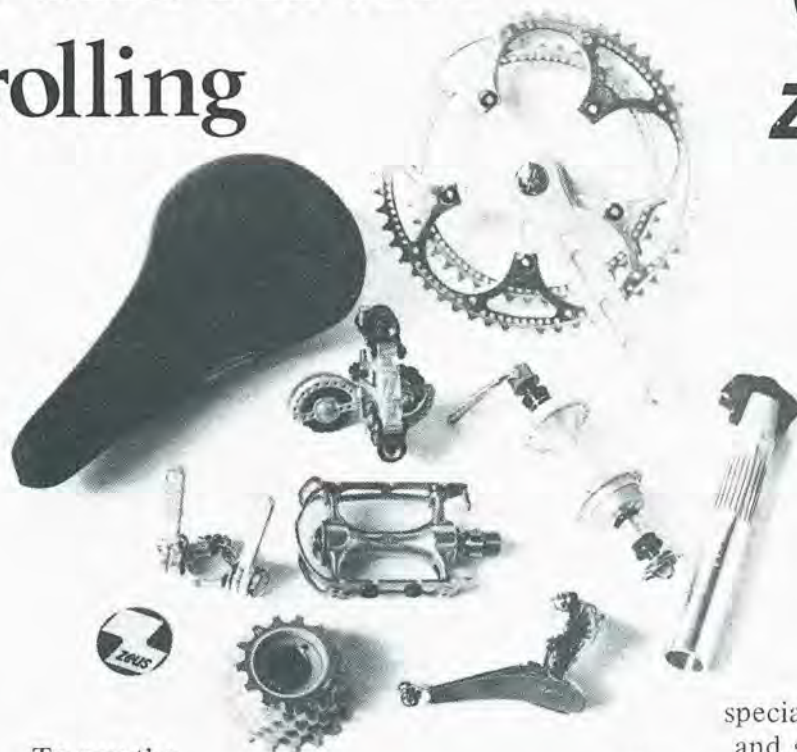


Zeus have been manufacturing high quality bicycle components since 1926 and the company is regarded as a world leader in bicycle technological progress.

Think of quality and most of the top bicycle racers will think of Zeus. All products in the range are made to exacting standards with rigorous quality control.



There is a Zeus product to suit all needs and every budget. The incomparable Zeus 2000 range gives top performance in ultra light titanium alloy. Super Duralum is used for the Criterium series and light duralum is used for the popular New Racer series.



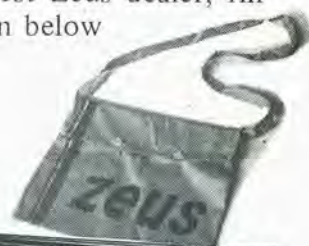
To pay the premium price of any high quality components is a bad investment if the product lacks spare parts backup. Zeus provides a complete range of spare parts to back up the entire range. All moving parts eventually wear out, Zeus spare parts will keep you rolling on. Zeus is the only brand available in Australia with complete parts service backup.



The superb range of Zeus componentry is available throughout the world only at recognised

bicycle specialist dealers and serviced at

Zeus dealer service outlets. For an introductory Zeus kit consisting of cloth cap, musette bag and beautifully illustrated 56 page catalogue detailing the Zeus range, and the name of your closest Zeus dealer, fill in the coupon below and enclose \$4.00 to cover costs.



Australian Distributors
CYCLE CIRCUIT PTY. LIMITED
Bicycle Racing & Touring Equipment
6 Tengah Crescent, Mona Vale, N.S.W. 2103
Sydney, Australia



Please send me the Zeus catalogue. I enclose \$4.00 which includes postage.
NAME: _____
ADDRESS: _____



Touring with style

Adventure Travel in Australia

A Freewheeling Special Report

The purists may scorn you for not lugging your bedroom and kitchen with you but professionally organized bicycle touring holidays offer possibly one of the most relaxed and stylish ways to pedal off into the great outdoors in search of adventure.

What are holidays for after all if you can't forget about day to day tasks like cooking meals and the inevitable washup afterwards.

Adventure travel on a bicycle also offers you the chance to experience the joys of two wheel touring without the added burden of organising your time and worrying where you can camp at the end of a day's ride.

You need not be an experienced rider, in fact most people regularly joining existing tours have only bicycle toured once or twice a year and for short periods. Usually, a one or two week guided tour provided them with the confidence to then get their friends involved in this burgeoning activity.

Bicycle touring is a very sociable activity providing a good opportunity to meet people and share healthy physical exercise but it's also a great way to be alone in one's thoughts and experience the solitude of the open road.

So briefly, a conducted tour offers the joy of the touring experience without the hassle of daily chores. Mind you, some would say that cooking is a necessary delight, but on holiday most would prefer to leave all of that back home.

On a bicycle touring holiday the adventure is the thing.

On all of the tours described in this survey you will be cared for by experienced professionals whose main aim is to ensure that you have an enjoyable experience so that you will want to come back for more. A lot do. One operator reports up to 30 - 40% repeat business, and enthusiastic word of mouth contact brings in many more interested people.

This survey is by no means exhaustive but to the best of our knowledge represents the current selection.



Company Name	Address	Phone No.	Day	Longer	Camping
Avon Cycle Tours	PO Box 144 Stratford V 3862	051 45 6691	No	5 day	Yes
Bushbike Tours	Old Dovin Road Longwarry 3816	056 29 9551	Yes	No	
Australian Himalayan Expeditions	159 Cathedral St* Woolloomooloo 2011	02 357 3555	No	14 days O/S longer	Yes
Wild Trek	PO Box 1420 Coffs Harbour 2450	066 53 4469	No	6 days	Yes
Wilderness Expeditions	PO Box 75 Cooma NSW 2630	0648 21 587	No	5 days	Yes
Adventure Travel Centre	PO Box C386* Clarence Street, Sydney 2000	02 29 8057	No	Local 10 days O/S longer	Yes
Harrington's Bicycle Tours	PO Box 234 Belgrave Vic 3160	03 755 1340	No	5 days & 10 days	Yes
Spokesman Cycles	PO Box 930 Can- berra ACT 2601	062 48 8911	No	28 days	No
Freewheeling Bicycle Adventures	PO Box K26 Haymarket NSW 2000	02 264 8544	Yes	No	-

*These firms have other addresses in other cities see list below.

All prices are subject to change. We recommend you confirm your trip price with the operator

Addresses have been verified so you should write directly to tour operators for complete brochures listing dates, expense breakdowns, and additional costs.

Before you choose a group to travel with, think about the accommodation and conveniences you find necessary. No operator currently offers fully accommodated (i.e. staying only in hotels, motels, on site vans) tours, but

Left: The happy crew of the first AHE China tour. *Below:* A cyclist on the AHE India tour. Both photos by David Baker.



most offer a mixture of camping and fixed accommodation.

Hotels and inns tend to be very comfortable, even luxurious sometimes while caravan parks and camping grounds tend to be inexpensive.

A support vehicle (as the term is used here) will usually carry all your luggage plus the necessary equipment the operator requires to ensure your comfort, such as tents and cooking gear.

All operators offer tent space on camping trips though you will usually have to supply your own personal gear such as sleeping bags. Some offer hire

of sleeping bags and most provide air mattresses or stretchers for your use.

All operators will usually supply you with a check list of things to bring and touring type bicycle hire can usually be arranged, or a suitable hire business recommended.

It could be the thrill of a long speedy descent, the scent of a eucalyptus forest in a mountain region or the unexpected stopover site at the end of a day when muscles can relax after a good workout. It's certainly the adventure and the thrill of being 'out there' and in the bush that makes bicycle touring fit easily into the realm of adventure travel.

The term *adventure travel* is relatively new but the activity is certainly not. Many of the companies listed in this survey have been operating since the early seventies, offering mostly trekking trips in Asia. The adventure section of the travel industry is possibly the only area showing life in the current lacklustre recession atmosphere.

Most adventure travel operators now offer bicycle touring holidays as part of their programme and a few companies offer only bicycle travel in their annual programmes.

The trips offered fall into three broad categories. Day trips, longer trips within Australia and longer trips overseas. Day trips offer no accommodation problems and usually can accommodate newcomers, family groups and interested thrill seekers with comparative ease. Longer trips are for the more travel minded. There are no fully accommodated tours offered, but according to one company representative this will come as demand for bicycle holidays increases.

Overseas trips offer a variety of accommodation with a virtual absence of camping due to the difficulty of camping in those countries and the relative inexpensiveness of good local accommodation.

Day Tours

One of the most exciting developments in the burgeoning adventure travel business is the emergence of John and Judy Butler's Bushbike Tours. John is well known in the Melbourne bicycle advocate scene and says that the appearance in this country of the off road mountain/cruiser bike (*Freewheeling* 16) was the answer to five years of searching for the right type of bike to begin his timber trail riding business.

John's tours offer the thrill and excitement of off road riding on selected day tour routes. His tours usually include all meals including a barbeque or smorgasboard at the end of the day.

The tours are fully vehicular supported and give Melbourne residents

Fixed Accom.	Support Vehicle	Bicycle Rental	Local Trips	Overseas Trips	Prices O/S Trips Ex Sydney or Melbourne
No	Yes	Incl. in price	Gippsland Vic	No	\$75/child school groups only at moment
—	—	Incl. in price	West Gippsland	No	\$25/adult \$17/16 years & under
			Tas. E.	China	Tas \$425, Vic \$240,
Yes	Yes	Yes	Coast NE Vic.	Japan India	India \$2178, China \$2308-3025, Japan \$2413
No?	Yes	Yes	New England Tablelands	No	\$219
No	Yes	Yes	Araluen Valley NSW	No	\$225
Yes	Yes	Yes	East Coast Tas.	China	Tas \$345, China \$1962
Yes	Yes	No Can Recommend	NE Vic E Coast Tas.	USA 1984	\$170 5 days \$295 10 days
Yes	Yes	Yes	No	China	\$2885
—	Yes	No	Sydney to the Gong	No	\$7.50

the opportunity to visit some scenically impressive countryside.

Tours mostly operate weekends with special twilight tours, Wednesday, Thursday and Fridays during daylight saving months.

A day tour of a different sort is *Freewheeling's* own Sydney to the Gong Bicycle Tour. This tour will be run for the first time on November 21st this year and a full pictorial report will appear in the January *Freewheeling*.

Freewheeling publisher, Warren Salomon says that this tour will be a regular annual event for Sydney and Wollongong residents and will be followed by similar organized tours in other states. Warren says that even though the bicycle clubs provide a very good selection of day type rides for their members tours such as the Sydney to the Gong were needed to give bicycle touring the greater public awareness it deserves.

The next to watch for will be a two day event for Melbournians followed by one day rides for Brisbane and Adelaide residents.

Longer Tours

Professionally organized bicycle tours are only in the early stages of development in Australia yet there is already a wide range of tours offered.



Even if the weather turns showery excitement still runs high at the start of this AHE China adventure Photo: David Baker.

A majority of the operators are involved in other adventure travel areas such as canoeing, bushwalking, trekking and sailboarding.

One company offering only bicycle tours is Harringtons Bicycle Tours who have been going now for two or three years. Its proprietor is Dave Harrington who operates the trips with usually one other assistant. His trips are camp-

ing orientated trips with occasional hotels and frequent stays at caravan parks to allow participants to catch up on basic creature comforts, such as showers and laundry facilities.

Dave Harrington's trips are all located in Australia with overseas trips periodically offered in North America.

As with most of the operators



listed, you can expect personalized attention from Dave and his staff and all mechanical problems are easily dealt with, and necessary instruction provided.

A typical day on tour with Christine Gee of AHE

Christine Gee has been running bicycle tours in India and China for six years and is developing the Kelly Country tours which AHE will offer from May 1983.

A typical day starts by rising to a well prepared meal. AHE has almost 10 years experience in the business of ensuring that its customers are well fed and get off to a day's activity with good healthy food in their stomachs.

After breakfast, riders under the care and direction of Christine leave the camping area and set out on their day's adventure. Points of interest along the way have been catalogued by careful research and though all this is made available to tour participants the unexpected that bicycle travel offers is always present to add zest to the day's ride.

While the riders have arrived at a cool swimming hole the tents and the personal belongings have been packed into the support vehicle which brings up the rear.

Once the riders have progressed into the morning's ride it will go on ahead and its driver will set up for a well earned and delicious lunch.

There is always plenty of time on these tours to visit points of interest along the way and if lunch is taken in a small country town what better way to settle a good meal than to take a leisurely stroll around the older part of the settlement.

Evening meals are always an enjoyable opportunity to talk over the day's experiences. Good food and the healthy exercise of cycling means that if you aren't feeling healthy at the start of your holiday you probably will feel quite fit at the end of it.

A stroll through town and a quiet drink with the locals after dinner gives tourers the opportunity to meet the real country folk and understand their preferred way of life.

After a day's activity a soft bed ensures that sleep comes quickly. A new day of adventure awaits.

The American Scene

Phenomenal is the word which correctly describes the 10 year growth of the bicycle touring sector of the US Adventure Travel Scene.

The activity was pioneered by John Freiden who began his Vermont Bicycle Tours by taking his customers on



Making friends and sightseeing with Swanee River Bicycle Tours USA. One of the many tour operators in that country.

summer trips in that state using the winter ski lodge accommodation which was mostly unused during summer months.



BELL **BIKER HELMET**

This year his business caters for almost 4000 people during a summer season. His success has produced a number of successful imitators. A current survey of tour operators lists over seventy US based firms or non-profit organizations offering professionally organized tours in the US and overseas.

Apart from the number of individual tourers, professional tour operators account for the bulk of bicycle tourers on the road each year.

As a service to readers a complete US listing is available through the *Freewheeling Touring Service* for \$0.80 including postage and handling. An international listing of tour operators is also found in the current edition of the *International Cycling Guide*. Purchasers of the guide requesting a copy of the complete US listing will receive it free with their order.

Overseas Tours

At least four of the operators listed in the chart offer trips to exotic overseas locations, AHE led the way with their first India trips back in late 1977, and the trip has achieved a steady popularity.

AHE began its first China trips a couple of years ago and Spokesman Cycles have been involved in similar trips dating from the same period. An excellent description of their first China passage by Robert Fletcher, the leader of the Spokesman organized group is given in an article which follows the survey.

AHE has decided to branch out further and offer the first Japanese cycle tours on the southern island of Kyushu. As with all bicycle journeys you will be able to experience first hand the life style of the Japanese people. The tour participants will visit many out of the way places and meet the rural Japanese people most of whom are unused to westerners.

The AHE Japan trip is 22 days long

with an extra 7 day option for touring the northern island of Hokkaido.

Doing it

Listed on the chart are operators currently operating bicycle holidays in Australia. Though there is some variance in price you will usually find that you end up getting enough of what you paid for. In other words some operate on a lower cost by reducing the number of stopovers using more expensive fixed accommodation, but food is never in short supply.

*These are companies' addresses in other cities.

Australian Himalayan Expeditions

Melbourne:

Outdoor Travel Centre
377 Little Bourke St
MELBOURNE VIC 3000
Phone: (03) 67 3354

Thor Adventure Travel
8 Fullarton Rd
NORWOOD SA 5067

Hobart:

Lightweight Traveller
Paddy Pallin
32 Criterion St
HOBART TAS 7000
Phone: (002) 31 0777

New Zealand:

Venture Treks
4th Floor
164 Parnell Rd
P.O. Box 3839
AUCKLAND NZ
Phone: 79 9855

Adventure Travel Centre

Melbourne:

Australian Travel Marketing
7th Floor 520 Collins St
MELBOURNE VIC 3000
Phone: (03) 623 8271

Adelaide:

Living Adventure
Suite 6 116 Rundle St
KENT TOWN SA 5067
Phone: (08) 42 7603

Brisbane:

Ashgrove Travel Centre
Waterworks Rd
ASHGROVE QLD 4060

New Zealand:

Adventure Travel NZ Ltd
P.O. Box 6044
NAPIER NZ
Phone: 43 2068 Napier.



Photo: David Baker.

Adventure Travel Feature



Amazing Grace Elephant Co, Dickson Catering Institute shine in plain red but you do have to look. They are neon signs partly obscured by the more recent additions that are progressively larger and brighter.

The neon lights of Hong Kong are so profuse that the early efforts of these two small companies among thousands are now lost in a haze of red.

Unlike the neon alleyways of other cities, Hong Kong's electric creations don't blink. The only static objects in a city of constant movement are also the first things noticed by visitors to Hong Kong.

We were a group of 18 cyclists, mostly from Canberra but also from Sydney, Melbourne, Perth and one from New York. We were going to cycle to China.

Hong Kong was the stepping-off point for our group, which planned to cycle from Macau to Guangshou (Canton) and surrounding districts and

DESTINATION CHINA

by Robert Fletcher

then fly to Beijing (Peking). We would cycle about 650 kms.

Everything was going well. The flight was smooth, no luggage lost, the transfer of people and bikes to the hotel efficient, the weather fine. All good omens.

Next morning it was time to re-assemble and check the bikes. It was a relief to find that none were damaged or had parts missing.

Look, learn and enjoy became the theme, so it was not long before we had dispersed into the constant bustle and noise to find delights in visits to Aberdeen with its sardine-like arrange-

ment of sampans, exotic foods and unknown goods for sale.

A tram to The Peak for an overall view is a must when the weather permits. Wandering the streets to discover unusual Eastern commodities or Hong Kong shopping bargains soon became addictive.

A slow steamer across the mouth of the Peat River took us to Macau. We moved our bikes and gear by hired truck to the ferry as cycling in Hong Kong is not really an attractive activity.

The relaxing motion of the boat meant that after three hours of watching the islands glide by and the hovercraft skim back to Hong Kong we had all tuned down from the Hong Kong mark on the scale of human frenzy. We were able to move into the more relaxing pace of Macau with ease.

Macau, a Portuguese colony ceded by the Chinese in 1557, is a little bit of Europe with the old rococo houses and baroque churches, or their remains.

It even has an annual Grand Prix

when the colony becomes one big motor-race track. Casinos and pawnshops are the symbols of today's Macau and its means of survival. The hovercraft brings Hong Kong Chinese over for the weekend fling and keeps the colony alive. The pawnshops are for locals who did not survive.

We were told beforehand and we had laughed it off, but it was serious.

Macau is small and more relaxed than Hong Kong but big in enjoyment. After that glimpse of the huge nation just over the hill we were eager to be there. A band of 18 cyclists from a foreign land, the first from Australia.

What should we expect.

On a previous visit two years ago I couldn't even take a photograph from the Macau side of Porto de Cerco, the gateway to China. Now here I am taking one of 18 cyclists from the Chinese side.

Things have certainly changed and, for anyone who had enjoyed cycle touring before, the prospect of exploring China by bicycle ensured that this change is welcome.

Beginning in Macau, we were to cycle about 650 kms. in a zigzag course to Guangzhou (Canton) and nearby towns. Our group was the first through Spokesman Cycles, a specialist bicycle shop in O'Connor in the A.C.T.

I was the tour leader and like all of us I was unsure as to what lay on the other side of the gate. The 18 had varying degrees of experience but the itinerary was flexible enough to cater for all styles.

The Chinese border facilities are set back from the Portuguese gate and the dust of new roadwork is churned by the constant stream of pedestrians, laden with Hong Kong goodies, even bicycles.

Most are from Hong Kong or Macau, off to visit friends and relatives in the nearby region. We were ushered through, politely processed and passports initiated with a souvenir stamp if requested. The absence of political banners or portraits was noticeable, but the smiling faces of the pretty customs officials assured us we were in China, something that made us all happy.

China offers so much travel appeal that authorities count the number by the million. We were going to do away with air-conditioned buses.

We were going to see China the real way, by bicycle.

We met Scott, the guide from Guangdong Youth Federation, under whose organisation we were able to cycle in China? Rever, the motor scooter escort driver, and Chiang the mini-bus driver, who carried our luggage and the occasional tired biker. This trio went to every possible effort



to provide amazingly courteous service of embarrassing proportions, but did mean we could make the most of our time in China, which we did, of course, appreciate.

We were ready and eager to go. Tyres hard, minds open.

Sanxing was 30 kms away. It was mid-afternoon so this would be a leisurely ride. As it turned out it did not take more than 5 kms before it happened.

I expected it but not so soon. The first building construction site, the first paddy field was as far as we needed to go. People stopped work, looked, smiled, waved and called "hullo" in a gentle, friendly way.

What a feeling.

I was toward the end of the group to keep people moving along, as if stopped by unknown forces.

The road resembled a boulevard, shaded by trees planted since Mao's "Greening of the Country" campaign almost 20 years ago.

Everywhere we went the roads and canals sprout dense plantings of

Eucalyptus, Cassurinas, Callistemons and fruit trees. All functional; fuel and food. For us they provided soothing shade on hot days and their trunks neatly framed scenes that acted as magnets, drawing the riders to a stop to take it all in.

Mind and camera captured scenes of women planting rice, men manuring fields, ducks herded by small children, water buffaloes ploughing for new plantings and picturesque villages surrounded by bamboo groves, reflected in adjacent fish ponds.

Water was everywhere and a small increase in elevation provided examples of irrigation systems of which the Chinese are justifiably proud.

Meanwhile, on the road, the constant stream of bicycles and trucks provide other delights. The rural charm manifest in its people produced friendly smiles and hulloes and truly unique human scenes. Babies and little children nodding off while pillion passenger, but gently supported by father's hand; huge loads seemingly under control carried by workhorse



bicycles; beds, irrigation pipes, sacks of fertilizer or cement, pigs trussed in woven bamboo cages, families to or from work or market. All on bicycles.

I saw one man pedalling a bike laden with four oxy-acetelene bottles. We compared notes on loads sighted and I think six medium sized pigs won the achievement award.

We travelled a bit faster than the locals which meant we could come alongside a rider, or a family, note the surprise at the recognition of a gwaillou on a bicycle, exchange smiles, have an animated conversation and move on. A most pleasant encounter and exciting cycling.

On and off the road it was intense trying to absorb it all. Stopping posed a problem. We soon learned that it was best to select a wider section of road to regroup in. The crowd drawing potential of 18 foreign cyclists was like bees to honey.

People were very interested in the bikes. Groups muttered and discussed among themselves the various items of equipment. Testing the weight was an

early manouvre. What surprised me was that in a country where all bikes are virtually the same there seemed to be a great awareness of the benefits of a light weight bike and its equipment.

My 18 speed bike was eagerly taken for test rides and a demonstration of the gear system soon received approving nods and 'thumbs up' all round.

Sanxing is a place where tourists flash past, just another village on the road to Guangzhou. It is small in Chinese terms, neat, old, and interesting. After an extremely hearty meal at the commune restaurant, bearing its fresh sign welcoming the foreign friends, we celebrated our first night in China with fireworks. The guest house reception desk had a range to choose from and a few dollars saw the night light up to starbursts, cannons and flying saucers. We had the joy of little children.

A stroll around the village at night, escorted by a proud informative commune elder, put a most satisfying touch to a most pleasant day.

We spent 16 nights in villages, towns and cities, each having its unique attractions. The bustle-free life of a village was itself a pleasure, but the congestion of the streets at peak time in the cities or market day in towns was a great source of amazement and entertainment. Walking the streets, exploring markets, meeting people both rural peasants and city workers and accepting invitations to their houses for tea or dinner, or even breakfast, added to the insight we were getting of this unknown country.

Architectural highlights such as the Ching Wain, or Dawn Gardens, at Da Liang, famous as an example of Soochow style gardens of the Ching dynasty, the 900 year-old Taoist temple at Foshan, the Quingyun temple of Ming Dynasty times at Dingy mountain and 2000 year-old Guangzhou reminded us of China's incredible past.

Visits to new factories for ceramics at Foshan, which as 1300 years of continual ceramic production, a rural commune, day nursery, schools and hospital proved to be interesting and pleasurable and dashed our expectations of cliched introductions and a string of boring statistics.

Of all the people we met, Mrs Chang, a peasant farmer from Da Li Commune stands out. We visited her home and this small quiet lady of about 48 sat calmly as we learned something about day-to-day activities, her expectations, plans for the future.

When questioned about life before the revolution, she recounted the high probability of death by starvation, the consequences on young children, the homelessness and misery, a situation that was common throughout the country. The sadness brought by Mrs Chang's recollections was soon dispelled by cheerfulness when we were greeted by the children of one of the commune's day nurseries.

We were entertained with singing and dancing. Nothing quite as unusual as half a dozen 1.8 m men dancing with four and five-year-old children. Mrs Chang is now happy, her daughters are about to marry. Now she wishes only for a refrigerator. Her wants are simple now that she has the essentials to survive and the children of the day nursery will have different reminiscences.

Zhaoqing supplied us with famous Chinese scenery. The Seven Star Craggs that majestically tower above Star Lake are among China's most scenic spots. Legend says that seven stars fell from heaven to create this scenic wonder. It took 112 kms of cycling to reach this area, but the scenery and the extremely delightful guesthouse with balconies looking out

over the lake was worth the day's effort.

Conghua hot springs resort, 85 kms out of Guangzhou, surrounded by forested mountains and groves of lychee, bamboo, plums and flowers provided the venue for a very relaxing day. Enjoying the peaceful scenery and soothing tired muscles in private baths gushing mineral water at 40° celsius allowed the mind to reflect on an eventful and crowded experience.

Tomorrow we were to leave for Guangzhou, then fly to Peking. The cycling would soon be over. It was now time to recount the sights, welcomes and discussions. Conghua, either relaxing in the gardens or the huge baths attached to each room, provided that opportunity.

As if it were a last offer by some unknown celestial being enticing us to remain, the return trip to Guangzhou was an absolute delight. Being Sunday, the only day away from work, the roads were free of traffic, the air still and a gentle mist crept about the nearby hills which flowed down to the seemingly endless paddy fields. This same mist allowed the fields to melt into the nearby distance and gave us the feeling of cycling through a bright green sea splashed with islands of soft hued villages.

Irish weather in a Chinese countryside. An idyllic combination. It was beautiful and there were many photo stops that lead to wanderings into villages and fields. One village with medieval appearance I entered, perhaps the first European to do so, led to a rapid transformation. Curious bystanders lining the roadway watching the gwallios go by, soon disappeared and I roamed deserted laneways to hear small children crying behind closed and bolted wooden doors and see old people peeping out through cracks in others. An amazing experience.

It was a morning that cycle tourists dream of. I have cycled perhaps 10,000 kms in 14 countries and this morning ranks with the most memorable.

We flew to Peking where we became tourists - in shorts and dirty shoes - somewhat unorthodox tourist costume.

Taken by bus to visit the Great Wall Forbidden City, Summer Palace and Ming Tombs thrilled us but it was different. Our bikes were stored in the hotel in Guangzhou and we felt like old friends separated.

Mingling with the people on May Day reminded us of the warmth and friendship we received in the crowded

streets and market places of towns and villages as we cycled our way around Guangdong Province, 2000 kms to the south.

Our reception was warm and the city grand but when in any big city, when you know the country and its people as we got to know those of Guangdong province, you tend to look for them. Conghua provided time for reflection, Peking, the contrast. However, don't let me underrate the grandeur of the attractions within Peking. They are impressive and on such massive scale to be almost beyond human comprehension, yet designed by past Emperors and advisors.

We flew back to Guangzhou then took the morning train to Hong Kong amid a teary farewell from our Chinese guides, Scott and Rever.

China provided continual pleasant experiences and fascination. This team of 18 cyclists reminisce and understand why Marco Polo decided to return.

Robert Fletcher, 32, spent three years cycling and travelling in Asia, Europe, North and Central America. He now works at Spokesman Cycles, a specialist cycle shop in O'Connor, A.C.T. Months of preparation led to the successful tour of China and the fulfillment of a long-time dream. A second tour for next April/May has been planned.

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FREEWHEELING LOOKS AT BIKE BAGS

PANNIER BAG SURVEY 82/83 UPDATE

Since our first look at pannier bags in September 1981 the market has shown a healthy surge in improved designs and new models available.

The Australian pannier bag market is truly world class with just about every major design type now available. The last year saw many changes in availability and an overall price drop with some brands. The impact of the falling value of Sterling plus the rush to be more price competitive in the world market saw the large English Karrimor company slash the price of some of its bags by as much as half.

This has now stabilized but pannier bag prices are still equivalent in cost to prices two years ago which translated to real values means that they are now in fact cheaper.

The market also saw the strengthening of a preference towards synthetic pack cloth and the introduction of the reflectorised Early Warning fabric. A swing back to pure cotton fabrics has not materialized (forgive the pun) and in fact the market trend seems to be towards light weight cloth and more compact designs.

If the standard USA touring rig is rear panniers and large front handlebar bag then the Aussie rig must be standard front and standard rear bags. Serious tourers in the USA have now experienced the stability problems of their favoured loading configuration and with the new low rider front racks now available we are witnessing the subtle change over to that type of front end carrying design.

Anyone purchasing panniers for the first time or replacing old ones is buying into a high quality market. Without exception all manufacturers who have introduced new designs have improved considerably on their older models.

What follows is a brand by brand description of the new batch. Many of the models described in the two previous pannier bag articles are still available. New readers can complete their information set by requesting the two back issues using the mail order form enclosed in this issue.

Bellwether

The most exciting addition to this range of US West Coast manufactured bags are the large single mount front panniers which are capable of mounting on low rider type racks. The entire range of handle bar bags has been redesigned and a special shopper's bag has been introduced.



Bellwether 5001

A large separate-mount front or rear mount pannier. Suitable for low rider mounting.

- 270 gsm Blue or Red nylon fabric, Well sewn and finished.
- The first all aluminium rooftop support system. Stiffener is aluminium on back and top and is braced with aluminium struts to prevent distortion. Support system consists of two coated aluminium hooks. Bottom connection by means of shock cord and hook connector.
- Zip opening on top and halfway down two sides. Adequate rain protective flap over zip.
- Manufacturer's label is reflective

but no other reflective materials are fitted.

- Handles riveted and sewn on to sides at top provide comfort and ease on transporting the bags off the bike.

- Wt. 990g.; Vol. 23.5 l; \$71.50*



Bellwether 1300

Small Handlebar Bag.

- 270 gsm Red or Blue nylon well sewn.
- Patented internal separating frame and mounting system reduces weight and inconvenience. Shock cord tensioning to frame or forks.
- Plastic liner.
- Clear plastic map can be removed and replaced. Zippered top opens on three sides towards rider.
- Wt. 498g.; Vol. 8.2 l; \$36.50*



Bellwether 3200

Medium size Handlebar Bag.

- 270 gsm Red or Blue nylon well finished.
- Patented internal separating frame and mounting system reduces weight and inconvenience. Shock cord tensioning to frame and forks. Supplied with a shoulder strap.
- Large front pocket and two expandable side pockets.
- Clear plastic removable map case on top. Zippered top opens on three sides facing rider.
- Wt. 544g.; Vol. 9.8 l; \$51.00*



- Parapac coating underside to reduce abrasion.
- Luggage style top carry handle.
- Wt. 1050g.; Vol. 42 l; \$58.00*

Bellwether Saddle Bags 1500, 1200 & 900.

- 270 gsm Blue nylon cloth good finish.
- Both have attached nylon webbing straps and can be fitted to saddle or handlebars.
- Strap on 1500 prevents movement.
- Single side zip on 900 and 1200, three side zip on 1500. Good zip cover flap.
- Ladder lock seat fasteners.
- 1500 Wt. 204g.; Vol. 4.5 l; \$17.90*
- 1200 Wt. 100g.; Vol. 3 l; \$13.60*
- 900 Wt. 60g.; Vol. 2 l; \$8.50*



Bellwether 3400

Extra Large Shoppers' Panniers

- A new concept in urban bicycle software. These bags are designed to each accommodate a large super market size grocery bag.
- 270 gsm nylon, reinforced in vital areas and well finished.
- Solid aluminium mounting frame permanently attached.
- Nylon webbing carry straps 2 sets per bag.
- Zippered top opens on three edges.
- Weight Volume Price

1202 Bellwether Rear 'Throw Over' Bag

- 270 gsm nylon Red and Blue.
- The two panniers are joined together with nylon flap.
- Fibre glass stiffeners. Medium sized main compartment and 1 outside pocket per bag. Velcro closures on outside pockets.

Bellwether 1203 Grand Touring Pack

- 270 gsm Blue or Red nylon cloth good finish.
- Throw over type fitting with webbing fixing straps. Fibreglass rod enclosed stiffening straps.
- 3 large compartments with coiled nylon zip closures. Adequate weather proofing flap.
- Wt. 460 g.; Vol. 36 l; \$59.80*

Karrimor

The big news from this company is the complete redesign of the rear pannier suspension system and the introduction of an improved pack cloth, the 270 gsm Silvaguard. The company has also stepped up its efforts to retain its market leadership by introducing a system of guarantees on its KS100e and Silvaguard products.

As yet the company has not entered the light weight alloy rack market currently dominated by Blackburn (USA) but its new suspension hooks allow dual diameter for secure fixture to both steel and thicker diameter alloy racks.

The company has retained in limited quantities the budget standard nylon range however these do not include the design features of the new suspension system.

Pack Cloth

The new Silvaguard cloth developed by the Karrimor company is claimed to be 70% stronger and 10% lighter than the previous standard nylon used. Its protective coating is said to withstand stains. It has a distinctive silver appearance on the inside of the fabric (coated side) and comes in safety red and dark green colours. The KS100e fabric is a heavy duty cordurd fabric specially developed for Karrimor and carries the confidence of the company so much so that they are prepared to guarantee their KS100e panniers for the lifetime of the user. Silvaguard bags have a 5 year guarantee.

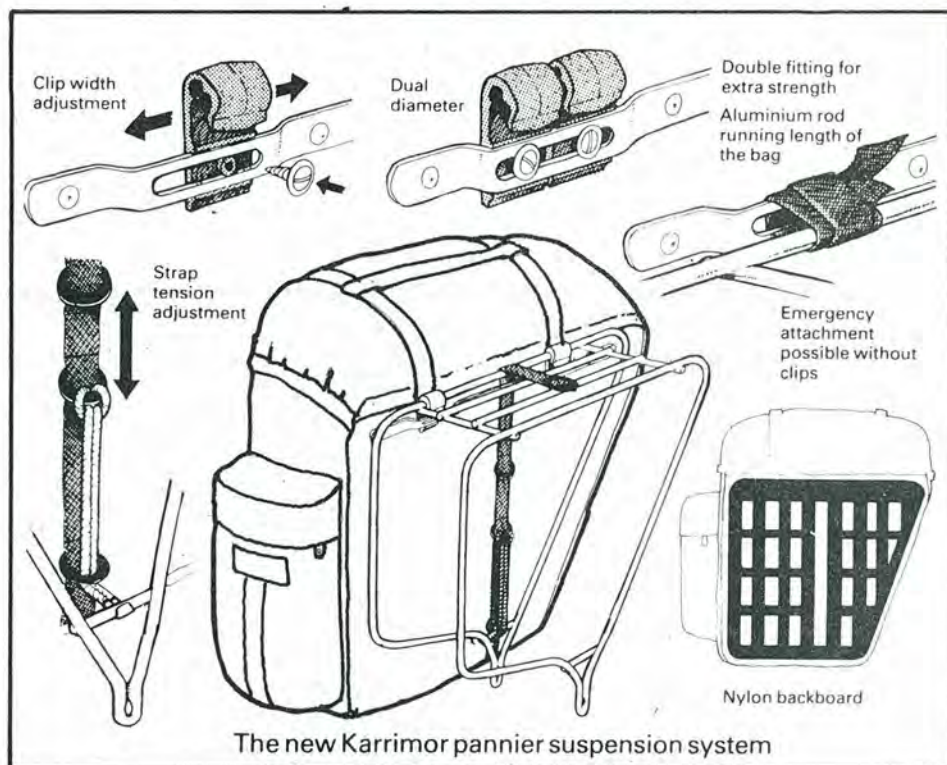
Suspension Systems

The big difference in this new design is the replacement of the triangular hook plates which have been prone to breakage in severe conditions. This has been replaced by a 3mm slotted aluminium strap running the length of the bag. Screwed to this are dual diameter nylon clips. The strap has sufficient width to enable up to four clips to be fitted per pannier bag.

The nylon clips can be slid along the strap and fixing centres altered to accommodate any design of rack.

The shock cord fitting has been retained but has been fixed further up the bag and is now designed to be passed through a nylon 'D' ring further down. This enables the bag to be fixed at the bottom of the bag and effectively prevent flapping.

Another feature of the new system is that it allows the bag to be fastened to the rack in case of an accidental breakage of the nylon clips. Karrimor have also improved their design by eliminating the treated cardboard stiffener and replacing it with a moulded nylon back board. This new stiffener tends to be more resistant to bending and breakage than the old type.



Hiker Biker Twilight Panniers

One of the most exciting additions to the entire pannier bag scene is the use of the new Early Warning retro-reflective fabric by the Hiker Biker brand. This fabric is coated with a substance similar to that used in reflective tape. It reflects light back to its source and as such is very directional.

In testing these bags we found that the panniers reflected light even from a long distance and in fact the results were even more spectacular than when observed nearer to the light source. This was certainly because of the smaller angle of incidence (see diagram).

When tested the bags performed well and the new design is a vast improvement on the previous Hiker Biker Standard bags.

Hiker Biker Twilight Handlebar Bag

- 315 gsm orange Early Warning fabric with 315 gsm blue cordura bottom and back panels.

Karrimor Iberian

- 270 gsm Red or Green nylon, Silvaguard fabric or 315 gsm Red KS100e fabric.
- New suspension system as described above.
- The new Iberian pannier is the largest in the Karrimor range and retains all of its previous features described briefly below.
- Extendable drawstring sleeve of main compartment. Extra large rear pockets. Elasticized sides on main flaps.
- Self centering carrying handles.
- Vinyl back and fully enclosed stiffener. Rear reflective strip on pocket.
- KS100e Wt 980 g.; Vol. 45 l; \$86.90*
SG Wt. 900 g.; Vol. 45 l; \$70.90*

Karrimor Standard Rear Panniers

- 270 gsm Red or Green Silvaguard pack cloth.
- Same suspension system as described above. Nylon back board (un-enclosed). Drawstring top on main compartment. Nylon new design buckles (also on Iberian).
- Hand straps and joining buckle allows bags to be fixed together for travel.
- Yellow reflective strip on cutaway back pocket.
- KS100e Wt 900g.; Vol. 38 l; \$69.60*
SG Wt. 880 g.; Vol. 38 l; \$60.60*

Other Karrimor Bags made with Silvaguard fabric are the Bardet and Bardale Handlebar bags, Front wheel panniers, Universal panniers, Pannier Stuff Sac. and Rear Bags 1 & 2.



- Nylon coated steel frame supplied with bag. Velco fastening to frame.
 - Zippered main compartment with see through plastic map pocket on top.
 - Supplied with nylon shoulder strap.
 - Small front pocket with zip opening.
 - Weight 325 g; Volume 8 litres
- Price \$47.60

Hiker Biker Twilight Standard Front

- 315 gsm Early Warning fabric, orange colour, with standard blue 315 gsm cordua on inside panels. Good finish and detailing.
 - Throw over type mounting with shock chord tensioning hooks. Hooks are a bit small for some types of racks.
 - Pocket in side panels. Two way nylon coiled zip opening on each bag.
 - Adequate weather proof overlap.
 - Plastic internal stiffeners.
 - Wt. 500g.; Vol. 13 l; \$45.40*
- Price \$

Hiker Biker Twilight Standard Rear

- 315 gsm Early Warning fabric, orange colour, with standard blue 315 gsm cordua on inside panels. Good finish and detailing.
- Heavy duty wide rack clips rivetted through to plastic internal stiffener. Shock cord tensioning hook. Additional fixing strap with buckle.
- Standard flap type lid with metal (2 piece) buckles. Top of main com-



partment has extension sleeve with drawstring closure and chord lock.

- Carry handles with wide centres to allow comfortable carrying off the bike.
- Rear back pocket with zip closure.
- Wt. 1110g.; Vol. 50 l; \$90.40*

Bunyip Bags

Since our previous issue these bags

have all undergone some modification by the manufacturer to improve the design. All of these bags are made from strong 400 gsm Superdax which is an Australian made cotton synthetic blend. As these bags have been fully surveyed in the past we have listed below the improvements to the current models. The photos show the complete range. One new model of rear pannier has been introduced, the one pocket model rear bag.



Rear Bag 2 Pocket Model

- Improvements to this design are

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as follows: additional reflective tape (3M Silver) added to rear pocket and side pocket in addition to yellow reflective tape; improved seam finishing on areas adjacent to velcro tapes to prevent velcro clogging; longer fixing straps; base of rear pocket slightly smaller.

• Weight Volume Price \$84.50.

Rear Bag 1 Pocket Model

- Bradmill 400 gsm Superdax. All flap edges trimmed with nylon bias binding. Well sewn.
- Shock cord tensioning with alloy die cast hooks fixed to internal plastic stiffener. Velcro fastening nylon loops give additional protection in case bags bounce off rack.
- Main compartment has draw string closure on top with cord-lock supplied. Main compartment is covered by large top flap fixed by two nylon straps using double D ring closures.
- Floating handle centres load for ease of carrying off the bike.
- Pannier bags have additional ring fixing points for easy attachment of external loads.
- Bags fix together for use with shoulder strap (optional).
- Weight 1300 g; Volume 42 litres/pair; Price \$79.00.



Bunyip Front Panniers

These bags have reviewed in previous issues. Additional design features include:

- Nylon strap and D ring fixing as closure to main compartment.
- Nylon bag extension fitted with draw string and cord lock.
- Additional 3M Silver reflective tape in addition to existing yellow reflective tape.
- Provision for use with optional shoulder strap.
- Weight 670 g; Volume 16 litres/pair; Price \$42 pair (Strap \$77.50 ea).

Bunyip front panniers along with the Belwether 5001 are the only bags currently available in Australia which can be used on the low rider type front rack.

Bunyip Handlebar Bag

This bag is a new addition to the Bunyip range. As this issue went to press we were unable to obtain a sample of this bag to include in this survey. This bag will be reviewed in a future issue of *Freewheeling*.

Pathfinder Panniers

A new addition to the pannier bag scene are these budget bags from Taiwan. The bags are similar to the Karrimor standard bags with old style triangular hook plates and rubber tensioning hooks.



Pathfinder Rear Bags

- About 290 gsm heavy yellow pack cloth nylon.
- Plastic internal stiffener.
- The panniers mount separately, each has two metal triangular hook plates at the top. Tension is provided by an elastic band and hook at the bottom.
- Nylon guckles on lid straps.
- The main compartment is closed by a drawstring through eyelets and is water proofed by an overflap locked down by buckles attached to the bottom seam. The rear pocket is closed by a zipper.
- Weight 900 g; Volume 38 litres; Price \$38.50 pair.



Pathfinder Front Panniers

- Yellow 270 gsm nylon pack cloth, single stitched. Average finish.
- 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, old style.
- A 2 mm 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 be slung over the shoulder for short hauls.
- Wt. 450g.; Vol. 11 l; \$23.20*

As this issue was being assembled another brand of European made pannier system came on sale throughout Australia. A US manufacturer also announced additions to their existing range and other makers indicated future changes to existing designs.

This means that another Pannier Survey Update is planned for 1983. News of new releases in the meantime will appear in the new products column.

It is difficult to show the bags fully on the printed page so we suggest you inspect the bags at your favourite specialist bicycle dealer. All prices shown are average recommended retail and all features and specifications subject to change with out notification.

Freewheeling Pannier Survey Packages

If you are new to the magazine and would like to obtain copies of the previous issues which surveyed front, rear and handlebar bags, most of which are still available, you may request these issues by sending in the coupon below (or a photocopy) or the order form enclosed with this issue.

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Front & Handlebar Bag Survey Issue 13

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Melbourne journalist Keith Dunstan has recently returned from three years in the USA. Keith is an avid cyclist and naturally took his bicycle with him. Here he recounts some of his experiences riding on the wrong (right) side of the road in the automobile capital of the world.

Of course there are good cycling towns and bad cycling towns.

I think I would rate Melbourne seven out of ten, Adelaide maybe six and Sydney would score four or five.

The worst I would rate is Brisbane where I have spent a recent three months. Brisbane gets two out of ten. I have seen not a sign, not a single concession to the cyclist in Brisbane. The roads are narrow, the edges are loaded with hazards and the car drivers are villainous. There is just one thought about bicyclists in Brisbane, they shouldn't be there.

Often I was asked the question: "Were you really brave enough to ride in Los Angeles?" That's where I had spent the previous three years. Ah yes indeed. L.A. would rate seven out of 10 and where we lived out towards Ventura and Santa Barbara it would rate an eight.

In L.A. the streets are wide, people don't look unkindly upon cyclists, and oddly enough most of the real traffic is siphoned off on to 1000 km of freeways. There is a bike path which goes along the edge of the concrete aqueduct from the Colorado River, a run of nigh on 40 km.

Then there's the bike path that goes along the water front from Santa Monica almost to Newport Beach, nigh on 30 km. You might kill a pedestrian or a roller skater occasionally, but its great biking.

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Those nutty Americans

We took over our Jack Taylor tandem and by the time we were through I reckon we had ridden half way round the globe. The first week-end out we were cycling through the neighboring suburb of Westlake. It was like Canberra only better designed and every street had separated bike ways.

Marie and I were pushing there quietly into a headwind when there was a bellow behind our ears. "Howya doin? Small, Marvin Small's the name. Where ya headin'?"

He had a huge handlebar moustache. He was about 58 years old, dressed all in yellow, and Mr Small stood 200 cm tall.

"Ah sure would appreciate it," he said, "if you folks would let me show you around." That's precisely what he did. He pedalled us over towards the Santa Monica Mountains and showed us where they filmed the series "Gun-smoke". He showed us where Matt Dillon and his mob roamed the ranges. He showed us where they were still filming "Mash", Alan Alda and all.

Marvin was from Alabama and his accent was beyond belief. Actually we needed an interpreter. He couldn't understand us and we couldn't understand him. His favourite expressions were "Waaal ah'll be dawged," and "Lawd ha' mercy."

Every cyclist he saw he bellowed from 100 metres off "Howya doin'? - Where ya headin'." He was an old Beechcraft pilot and he used to fly all over the U.S. in a Beechcraft King Air with his bike in the back. He claimed he had cycled in every State of the union.

We loved Marvin. We went on "bikin'" with him every week-end. There were others, there was Frank Schmidt. Frank owned a Ferrari, a Maserati and a Mercedes. But he had a weight problem, so all those cars stayed in the garage while he sweated on his Schwinn Paramount.

There was Bill Wilkinson, who weighed three stone more than he ought to weigh and drank 20 cans of TAB daily. He had a beautiful Cadillac with the label "Mafia Staff Car" on the back. He would sweat up the Santa Monica mountains swearing: "You idiot Marvin. Only a nut would ever want to pedal up here."

Maybe that's the difference about the U.S. The club cyclists tend to be older and they tend to be more

affluent, the middle-aged trendies. Oh, they love their bikes all right, but biking as they call it, is part of the health kick.

Other close biking mates were Norma and Don Hartley. Don was a retired railwayman from the Santa Fe Railroad and a great character. We rode across the U.S. with the Hartleys in 1976 and down the length of the Mississippi in 1978.

Don now is 73 and the most serious bicycle nut case I have ever encountered. His bikes are spotless. He takes them apart every week-end and lovingly goes over them piece by piece. Several months back he rode from San Francisco to L.A., full gear, tent, sleeping bag, cooking gear and all. On the last day he covered 153 miles.

Don is another Southerner. He adores ice cream and fruit pies, apple pie, strawberry pie, boisenberry pie. When you ask him what he'd like for dinner he says: "Ah think I'll just have a hoolaberry pie and two scoops of ice cream."

We used to think hoolaberry pie was real until we discovered that hoolaberry pie was just the ultimate pie that Don had in his dreams.

For a place with a population of over 10 million there weren't that many bicycle clubs, but they were large and superbly organised. Near us were the San Fernando Valley Wheelmen and the Ventura Bicycle Club. The Wheelmen would have rides every Saturday and Sunday its rides broken into categories, 25, 50 and 100 miles.

The Ventura Club always had the classic breakfast rides on Sundays. You would leave Ventura at 8 a.m. then ride about 18 miles to Montecito to a fantastic restaurant which offered 163 varieties of omelette.

Then there were other big rides all over the mountains. Usually the club provided the lunch, nuts, fruit, delicious sandwiches and fruit drinks for an entry fee around five dollars.

The Ventura Club has an annual ride from Ventura to Santa Barbara, round trip 54 miles, which is sponsored by Kangaroo Bags and Santana Tandems. We went on the trip thinking maybe we would be a little exclusive on our tandem. There were 1200 bikes including 110 tandems. Of those tandems 44 were new Santanas made by Bill McCready at Claremont. If you buy his standard model

without any fancy Campy gear, the starting price is \$2750. There were six other Jack Taylors on the ride.

The San Fernando Valley Wheelmen have an annual ride which offers a double century or a triple century all in the one day. They get up to 200 people doing the double century and maybe half a dozen prepared to do the triple. That's miles, not kilometres. Marvin always went off on the double century and every time tries to talk me into it.

I appreciate you really have to adore suffering to be a cyclist, but I only adore it as far as 100 miles. These clubs always send out a round robin advising the other clubs of their rides. The California Institute of Technology, Caltech, has a ride called the Los Angeles Crest. You do 100 miles and travel from sea level above the snowline to 8000 feet all in the one day.

The club provides two meals. We did that one, gorgeous scenery, agonising pains in the back and knees.

But hell, I'm going to miss Marvin, Frank, Bill, Norma, Don and a whole host of others. It's a curious thing, they're as nutty as hell, but I never met a bike rider I didn't like.

And as long as you have a couple of wheels you have friends all over this earth.

Keith and Marie Dunstan are now back in their beloved Melbourne. The cartoon below shows Keith kissing a much missed Melbourne street soon after his return.

Freewheeling readers can look forward to more entertaining writing from Keith. We are certainly glad to welcome him to the pages of this publication.

Cartoons on these pages are by another 'bikie' Melbourne Sun cartoonist Jeff Hook who accompanied Keith on the 1976 Trans-America Bikecentennial ride. The drawings are from a book of their journey *Its all Uphill*.



The World's Best Bike Books come from *Freewheeling* Mail Order

Let's face it, we all want to know more about our favourite activity: Bicycling. To ensure that Australian cyclists are kept up to date with all the latest information on the local and international bike scene, *Freewheeling* has compiled a mail order book list specially suited to the needs of bicycle users.

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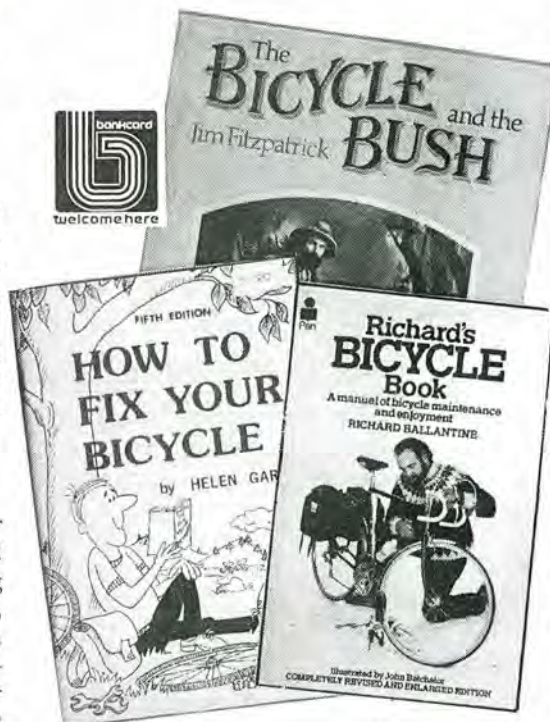
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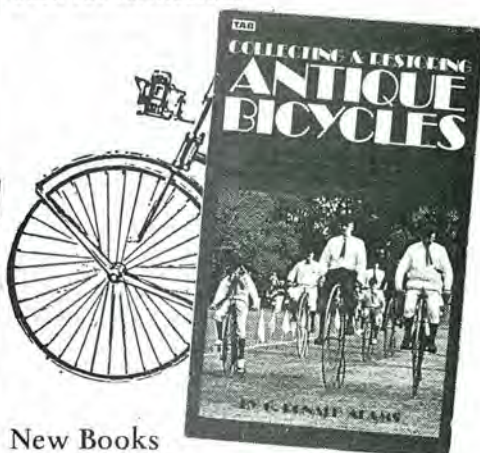
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Though the source of much of the information in this book is the USA it is an excellent hand book for beginners or those already involved in this fascinating past-time.

A former editor of the (US) magazine *The Wheelman*, G. Donald Adams is curatorial consultant for the largest public collection of antique bicycles in the US at Greenfield Village - Henry Ford Museum.

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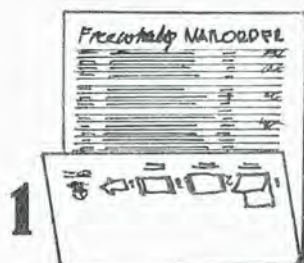
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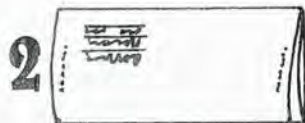
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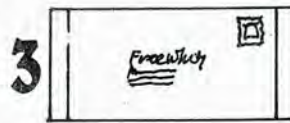
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Octopus Books: Paperback 80pp.



The Rottnest Bike Business by Susan Burke.

A new childrens adventure fiction story set in West Australia. Chelsea Luigi, Stuart and Jason have a holiday job searching for abandoned hire bikes. Bicycles are not the only things they find and soon they are involved in a dangerous adventure.
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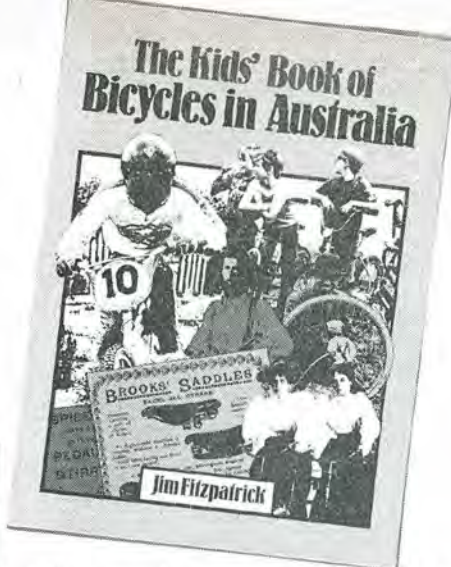


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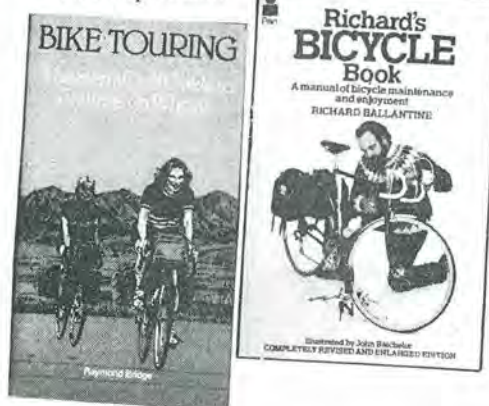
This new book from the author of *Bicycles and the Bush* is an excellent introduction for any child to the



richness and diversity of our early cycling history. As well there are many useful comparisons made with the present day cycling scene.
Oxford University Press: Hardcover 64 pp.

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By Raymond Bridge.

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Travelling by Bike by various authors.

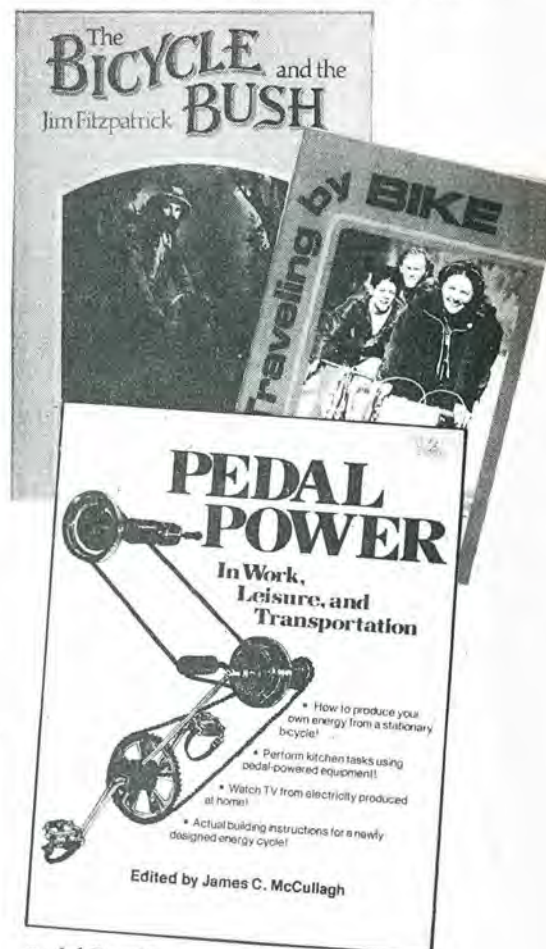
A collection of articles/chapters by some now well-known bicycle tourers from the USA. Good solid info and lots of helpful hints and ideas. Some sections may seem a little dated but the overall message of this book will never grow old. A useful reference for any serious bicycle traveller. World publications

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Edited by James C McCullagh

An excellent starting point for pedal powered projects other than bicycles. This book shows you how to build your own pedal powered devices so that you can produce electricity and even perform kitchen tasks. It tells you why we need to develop the potential for human power and how it can be done in an inexpensive and healthful way.

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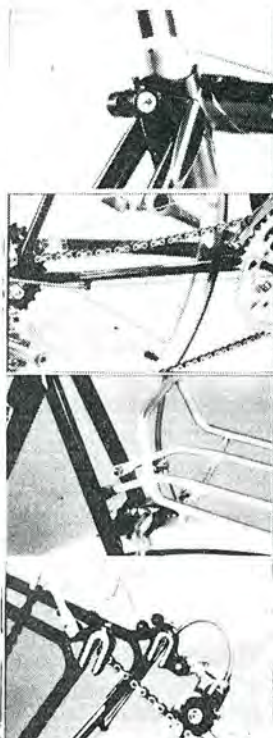
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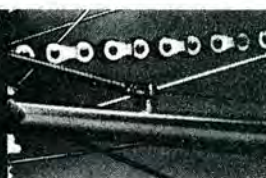


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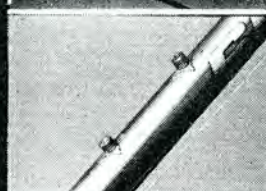
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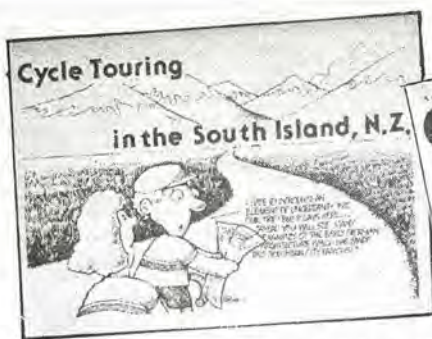
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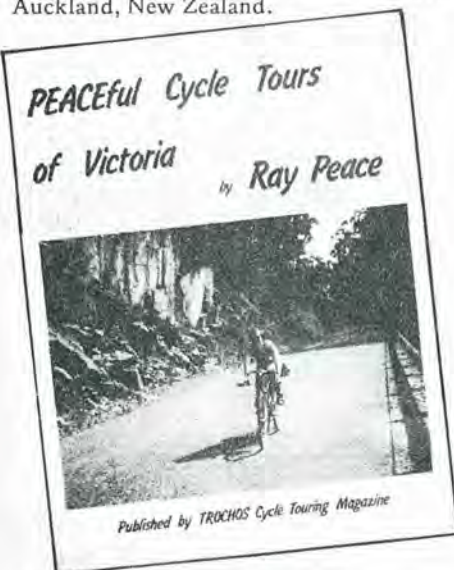
Cycle Touring in the South Island NZ by Helen Crabb

This book contains information and resources for touring in some of the most spectacular countryside in the southern hemisphere. The guide has descriptions for over 40 tours as well as important information for the international traveller on local conditions and customs. A review of this valuable book will appear in a future *Freewheeling*.

Published by Canterbury Cyclists Association, paper back, 87 pages.

Special Offer: The first ten customers to order the NZ South Island Guide will receive free with their order a back issue of the New Zealand cycling magazine *Southern Cyclist*.

This magazine is now back into (irregular) production. Information on subscriptions etc can be obtained by writing to South Cyclist P.O. Box 5890, Auckland, New Zealand.



Peaceful Cycle Tours of Victoria by Ray Peace

This book is the latest addition to the growing inventory of Australian touring guides. The author is well known to Melbourneans as the regular touring columnist for the *Age* newspaper. His book includes information on 15 tours in various parts of the state all written in a personal and informative style.

Trochos Publications, 30 pages, magazine format

Cooking On The Road by John Rakowski

Written with touring cyclists in mind this is one of the most adaptable delightful and original cook books ever published. Chapters cover equipment, techniques and recipes for breakfasts, lunches, dinners, snacks and meatless cooking.

Anderson World, paperback 202 pages,



Simple Foods for the Pack by Vikki Kimmont and Claudia Axcell,

For outdoors use this vegetarian cookbook provides lots of delicious recipes for bicycle tourer and lightweight camper alike. The book contains 175 trail tested recipes all using natural chemical free ingredients. There is also a section on menus and cooking equipment you will need. Sierra Club Books, Paperback, 212 pages.

Cooking for Camp and Trail — A Sierra Club Totebook by Hasse Bunnelle with Shirley Servis. This book fits easily in pack or pannier and is a simple no nonsense guide to healthy outdoor eating and cooking. Meatless as well as meat recipes are included. The only section in this book not of any use to Australians is the one dealing with food and equipment suppliers. Sierra Club Books, Paperback, 194 pages.

The Bicycle Builder's Bible by Jack Wiley

A big book (almost 400 pages) for amateur bike builders and do it yourself maintenance buffs. The book attempts to cover the complete spectrum and like most books of this type it devotes its technical detail to the more common maintenance problems. Chapters are included on more esoteric items such as unicycles and exercise bikes. Published in the USA.

TAB Books, paperback, 376 pages.

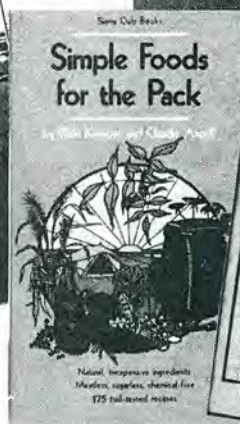
Adventure Cycling in Europe by John Rakowski

An excellent book which captures the spirit of touring in Europe rather than being just a *Cycling the Continent on \$X a day*. Covers 27 countries plus a comprehensive guide to preparations, touring tips and what to expect.

Rodale, paperback

How to Fix Your Bicycle by Helen Garvey.

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Bicycle Frames by Joe Kossack.

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by Michael Kolin and Denise dela Rosa
This informative book is for the most experienced bicyclists who wish to get the most out of their machines. Five main sections provide a detailed background to frame design and assembly. These deal with bicycle frame construction and design, British, French, Italian and American frame builders, and putting the bicycle together. A must for those contemplating assembling their dream machine.

Rodale Press, paperback, 274 pages.

Everybody's Book Of Bicycle Riding by Tom Leib

Another good book from the Bicycling USA publishers. This is a practical handbook for the novice and advanced cyclist alike. A good book for your body too.

Rodale Press, paperback 324 pages.

Building Bicycle Wheels by Robert Wright

This small book has probably started more wheel builders than any other text. It clearly describes step by step the method and theory of building bicycle wheels. Excellent line drawings ensure you don't get lost in a maze of words. This book has the answers. World Books: Paperback.



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- Blue Mountains — a guide for bicyclists by Jim Smith.
- Blue Mountains — Burrangong tourist map.
- Outer Sydney Region NSW Tourist Guide.

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Package contents:

- Peaceful Cycle Tours of Victoria by Ray Peace.
- Victorian Government Tourist road map, incorporating tourist region guide.

Tasmania (General) 7001

Package contents:

- 1 copy *Freewheeling* 13 with general article on touring Tasmania by Doug Snare.
- Treasure Island booklet, Tasmanian Tourist Bureau's comprehensive guide to accommodation and points of interest.
- Official tourist map.

Tasmanian East Coast 7002

Package contents:

- 1 copy *Freewheeling* 8 with detailed article on touring the Tasmanian east coast by Warren Salomon.
- Treasure Island booklet, Tasmanian Tourist Bureau's comprehensive guide to accommodation and points of interest.
- Official tourist map.

Southern Cross Cycle Trail Melbourne/Sydney 2003

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- *Freewheeling* issues 4, 12 and 14 with detailed guides of route, including maps and cyclist information.
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2004 Snowy Mountains NSW

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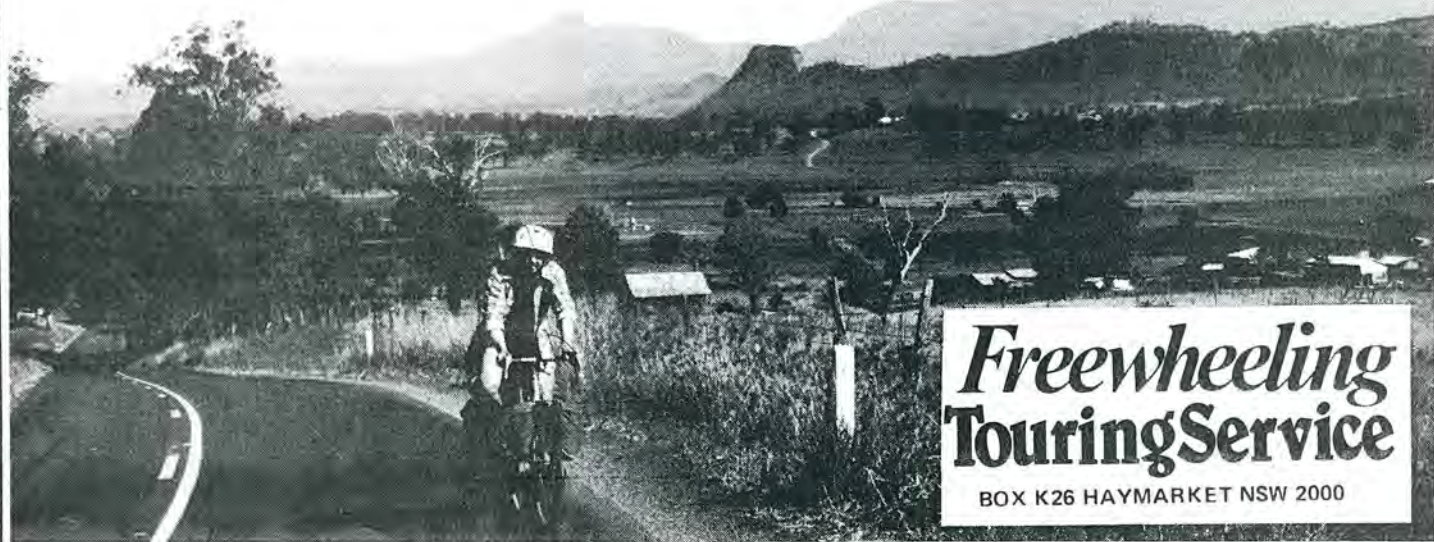
- 1 copy *Freewheeling* 10 with 2 articles on touring in Snowy Mountains area.
- 1 copy Kosciusko National Park map by Central Mapping Authority an excellent cyclists map of the area.
- NSW Government Tourist Guide: SE Region (accommodation and points of interest).

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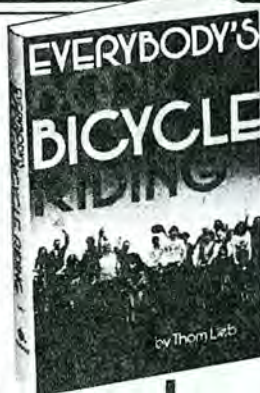
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Melville Caves

by Ray Peace

Because of the way the Great Dividing Range rims the eastern edge of Australia, there is a wide area adjoining the mountains that shelves gently down towards the in-land. In New South Wales and Queensland, the western slopes; in Victoria, the northern slopes. What they both have in common is that given reasonable weather conditions they are ideal for cyclists.

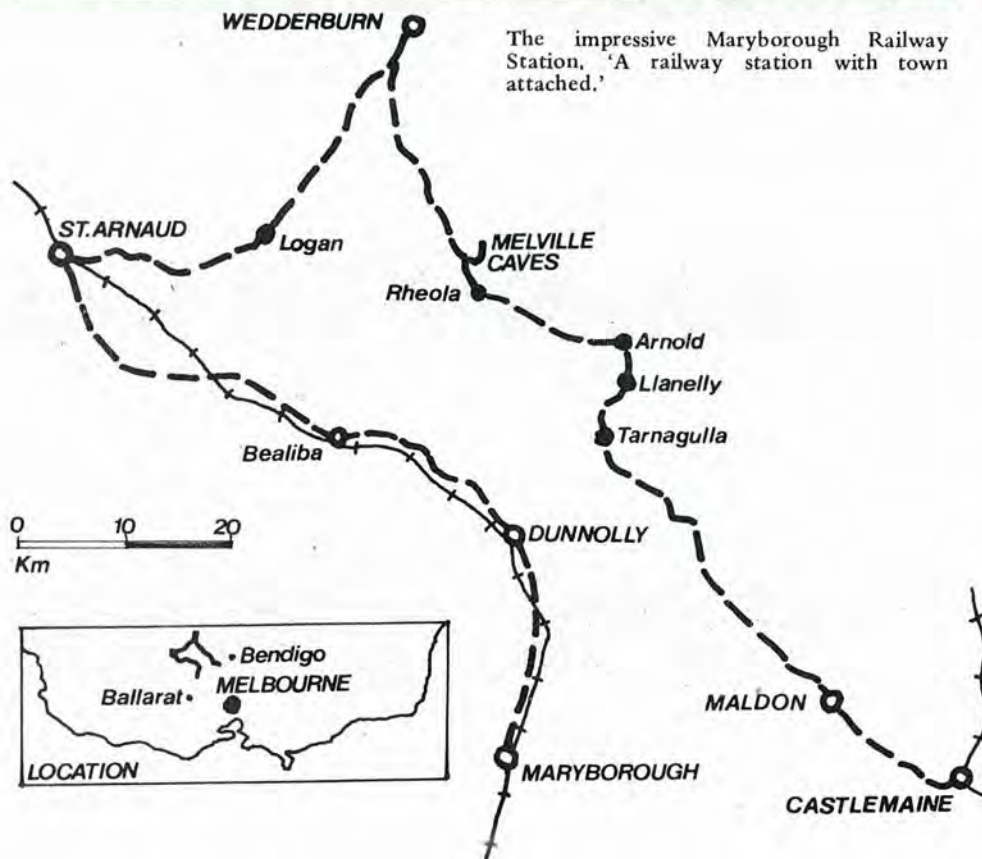
The Victorian slopes have the

additional attraction that they are dotted with old gold towns, the occasional winery and interesting natural features such as Melville Caves, 60 kilometres west of the regional city of Bendigo.

Good terrain and weather conditions are usually a guarantee of enjoyable bike ride, provided nothing else goes wrong. This fact was discovered by 12 members of Melbourne's Eastern Bike Touring Club on the Queen's Birthday long week-end. The trip



The impressive Maryborough Railway Station. 'A railway station with town attached.'



Touring

began at the city's Spencer Street rail terminal at 9.30 pm on Friday, June 11th. We caught the train for 180 kilometres to the central Victorian town of Maryborough, and spent the night by prior arrangement in the railway station itself. Most of the riders were experienced regulars, however, for some it was either a first or an early touring trip.

The *Vine-lander* started us rolling at 10.30 pm, heading west through the moonlit, mist-patched hills to Ballarat, then north through Clunes and Creswick to reach Maryborough at 2.20 am. We promptly occupied the waiting room for the remainder of a good night's kip. Activity resumed at 7.30 on a grey, misty Saturday. We began by having a wander around Maryborough station, a huge edifice of red brick and masonry built in the wealthy days of 1890. Although the town itself is a major regional centre of some 8,000 people, it seems to fulfill the classic recipe of 'a railway station with a town attached', and ironic as the *Vine-lander* is the only passenger train to still use it.

The first day's ride fell into three main stages. After breakfast at the station, a quick exploration of the town and picking up a few last-minute necessities, we set out on the run to Dunolly. The 24 kilometre trip passed through mostly farm-land, but with a few tracts of State Forest, the road undulating and climbing slowly for most of the way. Patchy fog made it a chilly and grey start to the ride, and some riders turned their lights on. Matthew briefly suffered a puncture, but this was a minor delay.

We took a short rest in Dunolly at 11.00, browsing along the main street of what must be a typically Australian small town. While we were doing so a southerly breeze began breaking up the fog, and so the next section, the 21 kilometre run west to Bealiba was a very pleasant one under a cool and hazy sun. The road connecting these two rural communities was a bit flatter, straighter and more open than the previous section, but with a radio blasting out 'The Goon Show' on the pack-rack and a cheerful crowd of cyclists to talk to, it was one that everyone enjoyed.

The massed ranks of EBTC rolled into Bealiba at 12.30, finding it to be smaller than Dunolly but still possessing a milk bar. We occupied the grounds of the local primary school for lunch, laxing on the grass, talking bikes, bike-

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rides and various anecdotes. One and a half hours later, relaxed and ready to attack anything, we set out on the final 40 kilometres to our overnight stop, St. Arnaud.

It is hard to say much about this run, as very little, good or bad, happened, and there was nothing specific to see, apart from gently rolling grazing country. We crossed the Avoca River, and a little later the railway that we had been running within cooee of for most of the day. Between the two, is Emu. It was found to be little more than a dot and three letters on our road-maps. 8 kilometres from our destination we joined the Western Highway, turning north and making full use of the tailwind. We arrived in St Arnaud at 4.30, the early stop necessitated by the short daylight hours, only a week before the winter solstice.

St Arnaud is less than half the size of Maryborough, and like almost every town in this area the main street is lined with ornate relics of the gold days. The camp-site is located on what appears to be an old mine site overlooking the town, and as the lights began to come on below us everyone went through the well-practiced ritual of setting up camp. Some people went down the pub for tea, others cooked their own, although all eventually wound up down at the hotel for an evening port and discussion of the day's events.

There was a lot of rain during the night, but Sunday morning dawned cool and clear, with a freshening south wind. The group was on the road again by 10.00, heading for Wedderburn, 50 kilometres away. At first we were climbing slowly and steadily through partly wooded country, but somewhere near the non-town of Kooreh we came out into the open, over a crest, and down on a long straight as gently as we had climbed. Just over an hour after starting out we arrived in Logan, which consisted of a bridge, an old pub and a road junction.

The Victorian Pub Guide, a useful book for any cycle-tourist to have, assured us that Logan pub had a reputation. Being Sunday, we were unable to establish precisely why it had one, although we suspected that it may have been connected with the large collection of bikies camped in the paddock opposite. However, the few that we talked to turned out to be quite friendly. At this point we turned north, picked up a healthy tailwind and began thinking about lunch in Wedderburn.

After lunch the main group, chugged south towards the caves on a rising gradient. The rocky peak of Mt Kooyoora rose into the clear sky on

our left, as we entered the State Forest surrounding the Kooyoora ranges. At 4.15 the front riders had reached the Melville Caves turn-off at the southern end of the hills, and there we waited for tail-enders. Gary and Bryce who were among that group, were the odd ones out on this ride. Gary was the proud owner of a very expensive machine, equipped with some of the best touring gear money can buy. Despite being completely deaf and otherwise handicapped, Gary was obviously enjoying the trip and the company, although lip-reading on the move posed occasional problems. Bryce's vehicle was old, battered, and all his gear was stuffed into one huge sportsbag that drooped over his pack-rack like an over-weight seal. It got him from A to B, so nothing else worried him.

Melville Caves are not limestone formations of the Jenolan or Buchan type, but mostly deep crevasses in a granite outcrop, similar in some ways to the better-known Hanging Rock near Melbourne. However, although popular, it has none of the mystique imparted to the latter by novelist Joan Lindsay and film-maker Peter Weir. There were only a few of us, in the main parking and picnic area at the base of the rocks, just after 5.00 in the chill, failing sunlight. It was crowded, but Brett and Matthew had evidently gone to the smaller camping area high on the north side of the range.

Everyone managed to arrive and most to set up camp before darkness fell. This was one of those great nights on camp that all of us liked. A roaring fire to keep the cold out; torch-light scrambles around the rocks, and watching the stars for meteors and satellites. After a quiet night, Monday morning was sunny and clear, and after breakfast we all headed up to the



Above: On the road with the EBTC. *Below:* Early morning mists fill distant valleys. The view from the granite hills surrounding Melville Caves.

top again to see the view by daylight, which was worth it. After packing up we spent an hour or so scrambling up rock faces, peering into dark holes and getting lost.

We descended the steep and winding road to the barbecue area that we had climbed the night before, then headed for the tiny town of Rheola, 3 kilometres away. From here we struck out on a back road for Arnold, a further 17 kilometres. Despite trepidations from those running on light weight tires, the road was smooth hard-pan, all owing a fast, easy run. From Arnold, we turned south on a good sealed road, running 14 kilometres through Llanelly and on to Tarnagulla for lunch. This small, apparently dying town had an excellent park. The general store had once been an imposing bank, and at the rear was a tall chimney, beneath which gold from nearby mines had once been smelted.

A few kilometres south of Tarna-

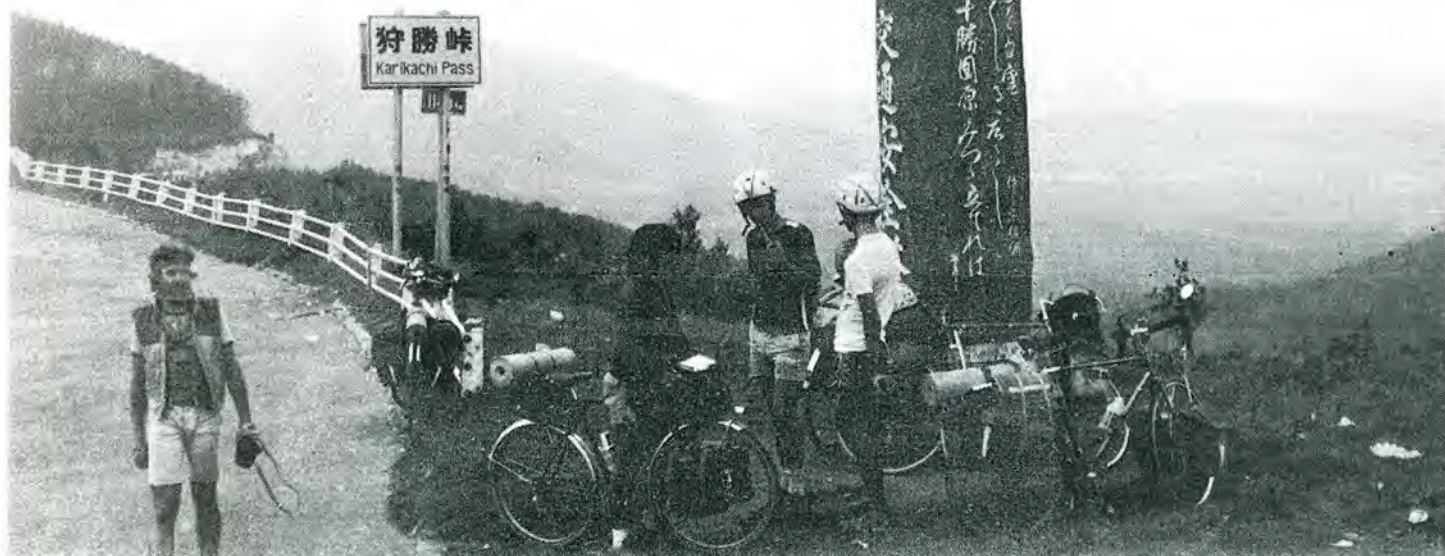
gulla, we turned east on the Lanecorrie road, undulating through miles of bush until the Loddon River was reached. Shortly after this we hit the main Bridgewater - Castlemaine road, and began roaring south-east with three and a half hours and 50 kms to go. The road rose and fell very slowly; there were no towns on the run at all, only farms, bush and the occasional creek. At 3.30 I took a brief rest at the base of the last big hill outside Maldon, and once over that I had a drink in the centre of Victoria's only 'notable town' with the rest of the gang.

Unfortunately, Bryce, 3 kilometres from town, was in no position to roar anywhere, as he was holding his pedal in his hand, with part of the crank still attached. With characteristic ingenuity Andrew hooked an octo-strap between the two bikes and towed him in, uncoupling at high speed as they flew down Maldon's main street. This was a novel event for one of our rides, too. By the time a lift was found for Bryce and his crippled bike it was 4.20, and the nine of us left had one hour and 18 kilometres to reach the train at Castlemaine. So we took off, a last incredible sprint for home on our loaded machines, averaging 30 kmh according to Gary's on-board computer, and we caught the train.

There were twelve of us heading home again, our two friends who remained in Wedderburn having caught the train from Bendigo. My impression of the trip was chiefly pleasurable:—excellent weather for mid-winter, nice country, good company. The dividing line between a 'good' ride and 'off' ride is very fine:—rain or a blue sky, the direction the wind blows from. Touring cyclists remember both, but they seem to keep coming back in the hope that the next ride is better than the last one.



HOKKAIDO



World Bike Ride Update

Of course, the earth did not give way easily to those pioneers. They toiled for several decades, sweating and struggling, and the earth admitted only those few who really understood its soul.

from 'The Tale of Yamsubetsu'.

by Christopher Williams



Murray, Paul, Alex and myself met the Kawase's on September 1st. Mr Kawase typifies those early pioneers who settled and farmed Hokkaido starting just over 100 years ago. Mr Kawase's farm lies in the middle of the largest military artillery and rocket range in Japan. For 21 years the authorities have been pressuring Mr Kawase to move. Mr Kawase refuses to be parted from his land.

Hokkaido is roughly 1,000 km north of Tokyo and much closer to the Russians! In size and climate it is very similar to Tasmania. Kushiro, on the south coast is a 31 hour boat trip from Tokyo. It cost Y14,000 (approx. \$56) plus Y2,000 each bicycle. After much fast talking by Murray, production of W.B.R. stickers and postcards, and about 30 minutes of talking, we got our bikes on for free. We avoided the ship food and took our own!

At Kushiro we were met by two local members of the Peace Group, one on a rickety old bicycle who led us to their house. On many occasions we were treated to Japanese hospitality and generosity and this was to be one. The Japanese people go out of

Left: A pause to catch breath and talk to a Japanese tourer at the top of Karikachi Pass. Right: Scenes from the WBR journey through Hokkaido. The bottom photograph shows the group emerging from a tunnel on the cycle way near Sapporo.

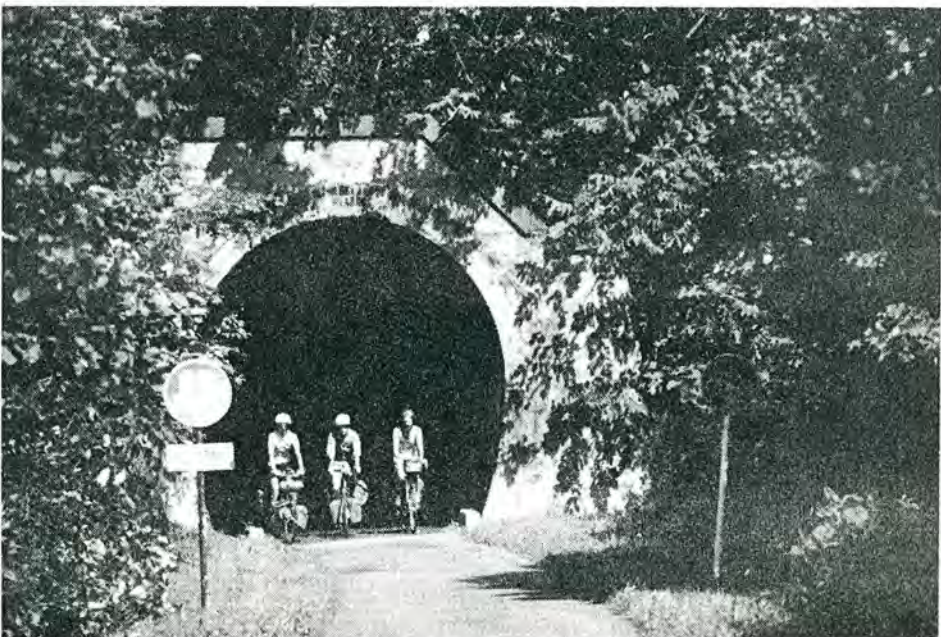
their way to make *gengin* (foreigners) comfortable.

From Kushiro, the excellent paved road follows the coast west past lonely beach fronts, green cultivated fields and rugged mountains to the north. I have never cycled through or seen as many tunnels as in Hokkaido. We were looking for the military transmitting tower, Loren C, on a desolate part of the coast, but when the beautiful road turned into a rocky mountain climb, we decided to look for a camp for the night. Our first camp out by the sea since Queensland, we feasted on *genmai* (brown rice) and *soba* (buckwheat noodles) and vegetables. (White rice is the Japanese staple food, we tried to avoid it when camping.)

Day 2 and we reached Obihiro, 70 km inland, passed more beautiful green valleys, fields and rivers on a moderately busy road with light cross winds. Occasionally we had a tail wind, lucky for us pushing very heavy loads. September is a relatively dry month and we were lucky so far. By 4 p.m. we had met our welcoming hosts, Mr Hiriabiashi, owner of the Rancho El Paso (!) and Professor Itch of the local university. Not surprisingly, our cuisine that night was not typical Japanese. At many places the Japanese used us to practice their English conversation, on this occasion at an American missionary house. Professor Itch could speak good English, very rare in Japan, however, that does not necessarily mean that he could understand our feelings. We were guided around Expo '82, and one item that had Alex's interest was a very small solar battery charger just perfect for Alex's electronic bicycle!

Then we headed for the mountains. Originally we had planned to cycle through Daisetsuzan National Park but we were warned of bears! And so it was arranged for us (automatically, so it seemed) that we were to cycle via Karikachi Pass and meet in Furano, winter sports centre of Hokkaido. However, that night we were able to camp out under the stars near a shrine in a beautiful forest. This came close to many fond memories of camping out in Australia — only all the stars were different!

Next day, we climbed 630 metres in 8 km to Karikachi Pass then down to more beautiful rivers, valleys and forests. As in Australia, much of Hokkaido's forests have been used for



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wood and replanted with orderly lines of Pine. Before Furano, we stopped at a small village market and were given large hot bowls of steaming *soba*, free of course.

We reached Asahigawa, a large city of 300,000 by 5 p.m. and were met by 4 members of Gensuiko, the Japan Council Against A and H Bombs. This group consists of many teachers and we stayed at one of their homes.

A teacher, Mr Takasaki, vice-principal of a large high school, invited us to visit his classes and speak to his pupils. We spent half the day talking to different people, all of whom supported what we were riding for. At another meeting with a local politician we discussed the presence of U.S. forces and weapons both in Australia and Japan. We also discussed the build up of the Japanese Self Defence Force (Army), declared illegal by the post war Japanese Constitution. We also visited the Press Club and on Saturday morning we had our photos in five different newspapers.

On the road again towards Sapporo, the capital but this time we had the pleasure of a 30 km bike trail following the river where the old railway used to be. This was the most enjoyable part of the ride away from the noisy traffic. Night fell and we camped in a large park on top of a hill in the mountains. Around midnight cyclone 16 arrived and it howled and poured continuously till dawn. Most of our clothes and sleeping bags were drenched and we faced a strong head wind and rain all the way to Sapporo — 70 km. Now I was dreading having thrown away my mud guards in Townsville, the last time I saw rain.

Arriving at Sapporo wet and tired, we were thankful of the hot food and dry accommodation waiting for us — thanks to Gensuikyo. It took us two days to clean up and dry everything out.

We decided to spend one more night at the Buddhist Temple, Nipponzan Myohoji. As at Kushiro and Tokyo, our original hosts, we were treated warmly and fed great food. Here also they gave us a generous donation.

Now we were able to rest up in Hokodate waiting for the ferry which was to take us back over to Honshu and the ride back to Tokyo. For the last five nights we have camped out and climbed over the steepest hills of the ride. Alex was often using his 20th gear and me my 14th, thank heavens for our *triples*.

Hokkaido has many fond memories for us but none so heartening as the generosity and hospitality of the people we have met, and their dedication to a peaceful future. Sayonara!

CYCLE TRAILS ACTION

The Biketrail Heads North

The national cycle trails project received a tremendous boost recently with the commencement of survey work on the proposed Capricornia Cycle Trail between Brisbane and Rockhampton. During his recent visit to Brisbane, ACT Secretary Warren Salomon discussed the project with four Brisbane people who have commenced work developing the trail. Peter Brandis, Chris Brandis, Ken Sampson and Lee Sampson are all Brisbane residents who have a keen interest in cycle touring and the cycle trails concept. They have plotted a preliminary route and will begin research immediately. One of the interesting features of this route is that it may provide some connection with the Australian Bicentenary Road Project. This is a Federal Government scheme which will upgrade a number of national highways in time for the 1988 Bicentenary. As the trail will use some sections of the highway it will be proposed that provision for safe bicycle access be designed into the road reconstruction.

In order to publicise the Capricornian Cycle Trail a full research/publicity ride is planned for winter next year. If you are sliding into a terminal winter depression by then you might like to join the ride.

Brisbane and SE Queensland regional ACT contacts now are:

Peter and Chris Brandis
18 Debbie Street,
The Gap, Qld. 4061.
Telephone: (07) 30 4774.

The National Network: The Story So Far.

When work began during 1978 on the Pacific Coast Cycle Trail few people imagined that it was possible to create a system of rural cycle trails in such a sparsely populated country as Australia. Now some four years later over two and a half thousand kilometres of trail has been developed and work is underway on many more. Preliminary work on the Snowy Mountains Cycle Trail has been completed and this route will be established early in 1983.

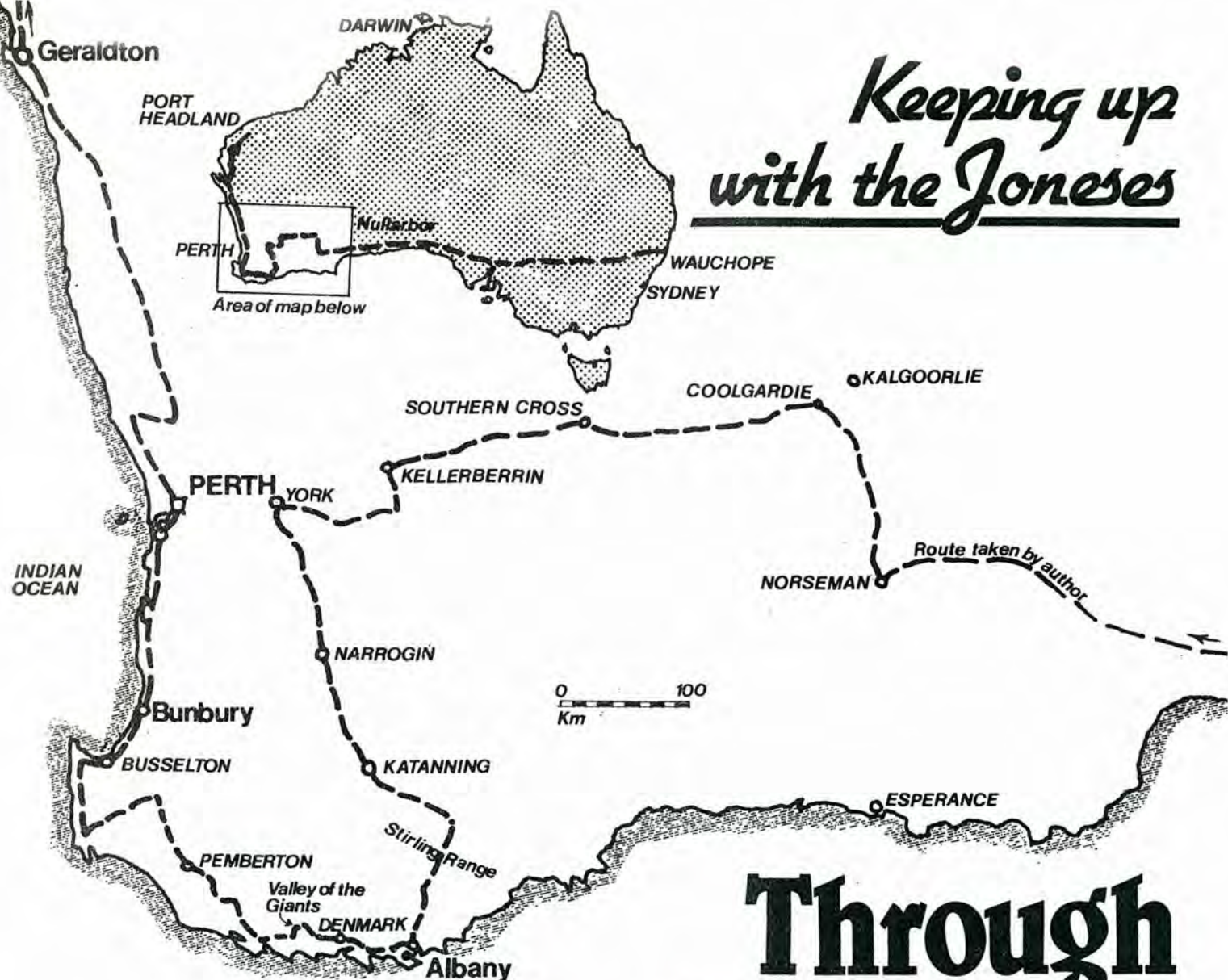
This route commences at Goulburn NSW and joins the Southern Cross Cycle Trail at Corryong Vic. via Canberra. In spite of some rough road and mountains terrain this trial is expected to be a very popular mid summer route.



Routes established and proposed by Australian Cycle Trails. (Proposed routes are shown dotted): 1. Pacific Coast Cycle Trail; 2. Southern Cross Cycle Trail; 3. Capricornia Cycle Trail; 4. Southern Ocean Cycle Trail; 5. Nullarbor Cycle Trail; 6. The South West Cycle Trail; 7. Murray River Cycle Trail; 8. Snowy Mountains Cycle Trail; 9. Tasman Cycle Trail. Below: A historic photograph, The participants of the first ever Australian Cycle Trails Bicycle Touring leadership training course held in Canberra on 31st October / 20, 21 November. The course, though only preliminary at this stage, marks the commencement of work by ACT to establish nationwide a training programme to ensure sufficient skilled people to lead groups in the large event rides of 1984/5 and 1988. The first course was conducted by John and Elaine Harvy and Warren Salomon. John (sitting centre) a director of ACT will be co-ordinating the training programmes as they are developed. Fully developed courses are expected to commence in major Australian cities during the latter part of 1983. Watch this column for news of this exciting programme.



Keeping up with the Joneses



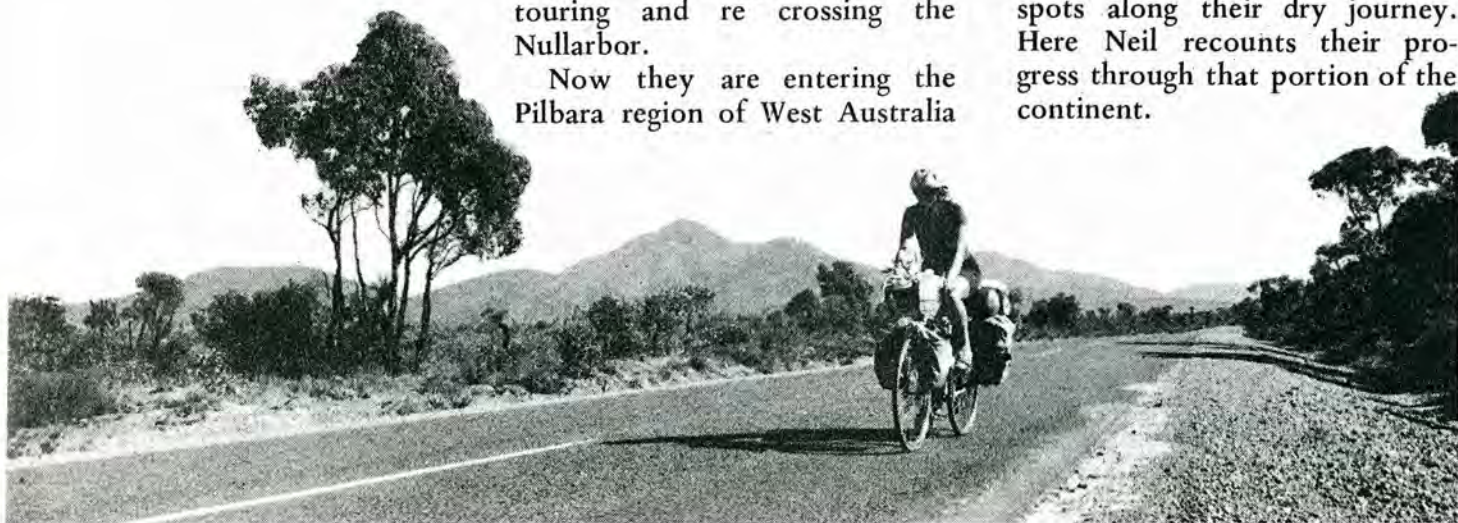
Through the South West

Janette heads south, to Albany with the Stirling Ranges looming up from the plain as a backdrop.

Neil and Jannette Jones are cycling around Australia. In our last issue Neil wrote some of his impressions of long distance cycle touring and re crossing the Nullarbor.

Now they are entering the Pilbara region of West Australia

on thier way northward to Darwin and their eventual goal of Alice Springs. South Western Australia is one of the few wet spots along their dry journey. Here Neil recounts their progress through that portion of the continent.



Once reaching the north-west of W.A. it starts to become a difficult proposition to describe the trip fully. If you've read earlier articles of Janette's and my exploits then I hope you will not mind a brief recapitulation. There's enough material to fill a book. So for the moment it's a necessity to paint a very impressionistic picture of cycling in Western Australia. Such a description set in the context of that "cycling round Australia" cliché. After so long on the road it's one of many clichés the long distance tourer becomes part of.

So let's go back to the Nullarbor. Ceduna, South Australia, to Norseman, W.A., is still the classic ride for cycle touring in Australia. There are harder, prettier stretches but for enlivening the imagination and awe of the people along the way, the Nullarbor is still the big one. In truth it is a beautiful transition from eastern to west Australia landscape. Gradually leaving cultivated farmland for the pastel hues of the mallee near Yalata is a graceful and absorbing act. If you leave Ceduna with the first south-easterly following a south-westerly change you should have three days of pleasant tailwind to the border.

Twenty kilometres east of Nullarbor Roadhouse the hills and mallee shrink abruptly into the infamous and glorious Nullarbor Plain. The cliffs overlooking the Great Australian Bight are, of course, magnificent. Each look-out giving different sensations and perspectives of the Plain.

So pedal on to the West Australian border leaving the coast behind. Drop down at Eucla Pass onto the coastal plain only to jump up again 180 kms later at Madura. The west Australian mallee and the iridescent salmon gums growing in the runoff of the Hampton Tableland make Madura and Eucla the real beauty spots of the crossing.

Janette and I worked at Madura for five weeks so enabling many opportunities to investigate the surrounding country. One trip out to the beach forty kilometres away and walks at sunset down to the old homestead just south of the roadhouse imprinted the feeling of the area. The latter being one of the easiest possibilities for cyclists passing through.

West of Madura, the road takes you through some of a typical west Australian landscape. Red or yellow soil, stunted acacias and between Cockle-

biddy and Caiguna a stark grey vegetation stretching to the horizon, possibly all the way to Kallarri and Carnarvon which is where you'll strike it again.

After Caiguna, the mallee reasserts itself and, like the salmon gums further west reflect all colours of the spectrum. Some limbs and trunks, dark tan and sinewy stretching out to leaves of silver, red, green and orange. It's bush you never see in the eastern states.

The mallee and salmon gums become more intense closer to Norseman. Newmans Rocks just one kilometre off the road is a freshwater rockpool and an excellent camp site or lunch stop in that last lunge from Balladonia and Norseman. Anyone who rides the Nullarbor must regret it's completion. But let's not dwell on it as there's much more to cycling through W.A.

If you're heading for Perth and don't like beating your head against brick walls, then after Norseman, you'll head straight for Esperance and the Coast. Janette and I headed to Kellerberrin via Coolgardie instead. Reason being, to visit my sister whom we hadn't seen for years. Such are family bonds that they will cause you to endure the long grind through dry

In the valley of the giants



featureless wheat country west of Southern Cross. This section to Perth is as poor for cyclists as any wheat belt. It's one to be avoided.

One way or another you should eventually reach the Stirling Ranges north of Albany, a mountainous oasis of green amidst wheat and dry salt lakes. Two peaks, Bluff Knoll and Toolbronup offer exceptional views of the whole range and the plant varieties there. Toolbronup is the more pleasant to climb.

Without bogging down too much in travelogue detail, the problem is how to adequately cover the south-west between Albany, Augusta and Perth. I've cycled the region twice, the second time seeing it in greater depth and again not seeing enough of it. The Karri and Tingle forests, the superb coastline, are feasts for a cyclist. Quiet

roads, even in peak tourist season compared to eastern Australia and a maze of alternate routes. Between Augusta and Margaret River you can have both coastline and karri forests as well as some of the most magnificent limestone caves in Australia. Certainly four roads in the south-west gave us the essence of the region's natural beauty. For the record they were: the lower Denmark Road between Albany and Denmark (include the road to the old whaling station), the Valley of the Giants Road between Bow Bridge and Wornalup, Maidenbush Trail through Warren National Park near Pemberton, and Caves Road between Augusta and Margaret River.

It's a load off the mind getting this tour stuff out of the way. But it may never end because of the two gems

north of Perth that we have just enjoyed. Kallarri National Park and Cape Range National Park both involve long days cycling through fairly unchanging country, and long diversions off highway 1.

Perth to Geraldton is one such stretch but on a bike you see enough to enjoy it. Geraldton to Northampton is an excellent ride, climbing up to the plateau amidst mesas and colourful hillsides. Northampton itself, set on the hills is as if straight out of the pre-W.W.I era with a few modernisations. Then to Kalbarri, a park of deep red sandstone gorges and stunning coastline. Deserving of a separate article all its own.

North of Kalbarri the countryside takes on the red soil and low scrub of limestone country, first struck on the Nullarbor. You can really develop the most intense pleasure in camping in this country. Wood, always plentiful, burns hot whether in wet weather or dry. Sitting by the fire, like lounging in a living room as big as all outdoors, carpeted forever in deep red. It gets very homey in its familiarity.

It became obvious once leaving Carnarvon that the most important reason for getting to town was to restock so we could spend more time "at home" in our red-carpeted living room. The pleasures do get simpler as the journey continues.

Meanwhile, now north of Carnarvon we're round the tip of the North-West Cape in Cape Range National Park. Putting aside its attraction for nuclear attack due to other activities going on up here we can let ourselves get over-whelmed with deep canyons of immense proportions and colours. The reef off shore comes in close enough for snorkelling to open up those tropical water specialities. Brilliant blue and gold fish, giant clams, sea-slugs, corals of wild colour, etc.

So here we sit at our camp site, sandwiched between rugged cliffs and gorges one or two kilometres to our right and the suns setting over a placid glacier blue lagoon a few metres to our left.

It's not the tropical north of Queensland bathed in jungle and life but it's that other Australia, the eighty per cent of it; dry, red and intense. So subtle in its beauty most ways of reaching it dominate it. Getting to it by bike makes you a part of it instead of being as an overlord overseeing the domain. If and when you ride these roads, feel prepared to submerge into the landscape. It's not to be passed through in an anxiety to reach point B. It will subvert such drives in any case. So have your bike and gear organised to enjoy it and then do just that.

Who says it doesn't rain on the Nullarbor? Neil pauses along the trace from Madura to the Great Australian Bight. Recent rain made this journey very interesting.





Kids Stuff

Bicycle Books for Young Readers

by Warren Solomon

For some time people have been asking me what books can they buy their children to retain or increase their interest in bicycling. As a parent I have been long interested in the importance of providing a sound basis for on road education. Much good work has been started in Victorian schools with the Bike-Ed kit but what if the kids just want to read it for themselves? What books can I recommend to kids and their parents which will inform and entertain them with stories and advice about cycling?

Just in case you are considering books as, good prospects for this year's Christmas presents, I have assembled a short collection of biking books most of which I am happy to recommend. Some are so good that I have included them in our current mail order stock list.

The books reviewed fall into three broad categories, general books about bicycling, maintenance and how-to books about bicycling and general non-fiction and fiction with a bicycle related theme.

living historians to write specifically about the part of the bicycle has played in the development of a European civilization on this continent.

Much of Jim's Kid's book borrows its themes and photographic material from his earlier book, *Bicycles And The Bush*. This book is without a doubt the most valuable and original contribution to the history of the Australian outback to be made in the last ten years. *The Kid's Book of Bicycles in Australia* is its worthy successor.

The Kids' Book of Bicycles in Australia



The Kids' Book of Bicycles in Australia
by Jim Fitzpatrick

The author will be known to regular *Freewheeling* readers as one of the few

Children and adults of all ages will find this a very readable volume. Easy access to the information is provided through the use of good black and white pictures with substantial captions.

A broad spectrum of cycling activities and history is covered and there are chapters dealing with new and old users of the bicycle such as sheep herdsman, kangaroo shooters, businessmen, strawberry pickers and BMX kids. Perhaps the best thing about this book is the passing parade of colourful characters which cycling always seems to attract.

If your child doesn't own a copy then at least make sure his or her school library has one.

Recommended: Hardcover, 64 pages. Available in most book shops or *Freewheeling Mail Order*.

Aktiv's Bicycle Ride
by Inga Moore

A look through the shelves of your book shop these days will show you that the realm of children's book publishing is the last refuge of the book illustrator. The invention of the half tone photograph has meant that pictorial illustration has almost disappeared and has been replaced by the cold and clinical world of the faultless photograph.

Perhaps it's the association with the world of fantasy and make believe which keeps children's books always well (some may sumptuously) illustrated.

Aktiv's Bicycle Ride is very well illustrated by the author.



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The impact of television on children and adults is a good example of the power of visual images over word images. Television is almost all visual image. We are asked to 'read' very little and the spoken words which are presented usually consist of short snappy statements. There is little left to the imagination.

Perhaps this is why books will always exist though there will be fewer people who will want to make the effort to enjoy them in a video world.

Aktil's Bicycle Ride has all the colour and snappy text similar to a well made children's cartoon fantasy but it's imagery is far more complex and detailed. Television is not in the race.

It is the simple story of two mice who run an errand on their bicycles for a wizard. It is not a book about bicycles but a story for smaller children where bicycles are used in an everyday manner. The landscape is idealized — there is no traffic and at one stage their bicycles even take to the skies.

Aktil's Bicycle Ride is wonderfully illustrated and its subtle messages have far more to offer to our children than a lifeless tube. Read it to your child. Oxford University Press: Available through *Freewheeling Mail Order*.

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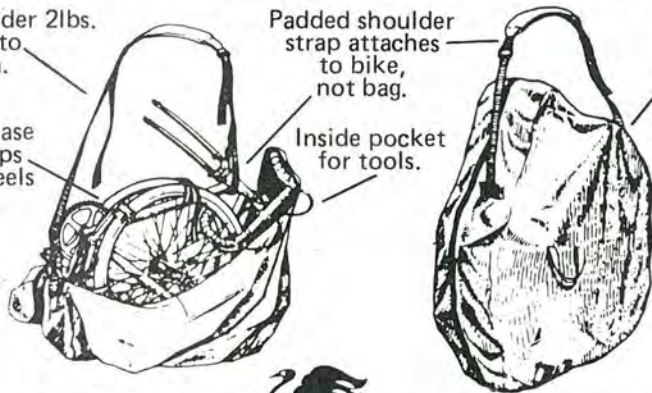
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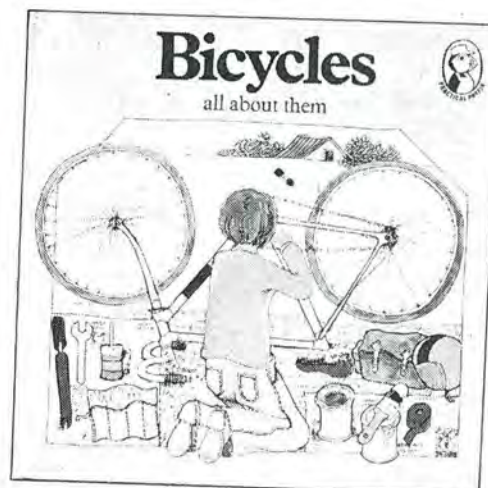
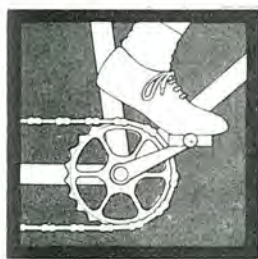


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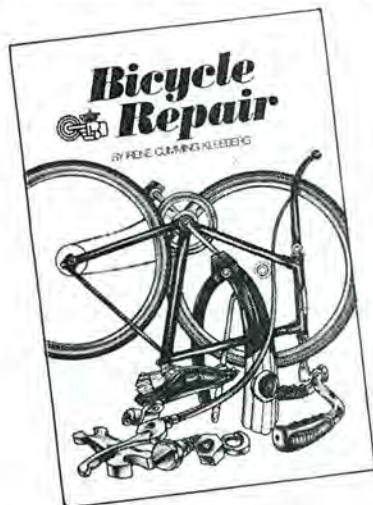
Bicycles: All About Them

This book is part of the practical Puffin series and has been around for some years. All the books in the series are well written and illustrated and as with this one are ideal beginners books.

The presentation of technical information is well thought out and illustrated in colour. A section dealing with basic puncture repair is the best I've seen even in some adult oriented publications.

For a small volume this book does remarkably well and serves more as a motivation or how to get started tool, than a detailed manual.

Puffin Books: Paperback \$2.40 approx.



Bicycle Repair a Concise Guide by Irene Cumming Kleeberg

Technical guides on cycling are difficult things to recommend to adults let alone to children. The problem is usually that there is so much general and specific information to cover that authors seldom arrive at a good content mix. Often they will include many useless things while much useful information is often left out.

The best example is gearing mechanisms. There are so many differences between single speed coaster brake hubs, three speed internal gear hubs and derailleur multispeed mechanisms that there is usually insufficient detail provided for any of them.

A beginners book like the *Bicycle Repair Book* could be forgiven for not providing the technical depth because it is only trying to be an introduction. The problem with introductions is that they are usually too brief to be of any lasting benefit. This one is certainly brief but some of the problems it deals with like repairing tubular (singles) tyres should have been left out all together.

The book was first published in 1973 and was probably one of many books designed to cash in on the boom in bicycle sales of that time. There are other and more recent books which do

a better job of introducing the novice to the mechanics of a bicycle.
Franklin Watts: Hardcover \$9.95 approximately.



The Rottnest Bike Business

by Susan Burke

Rottnest Island is a small island off the coast of Fremantle in Western Australia. In the summer time it is inhabited by a few full time residents, thousands of holiday visitors and by small pigmy kangaroos called Quokkas. As there are only a few motor vehicles permitted on the island one of the most thriving establishments there is a bicycle hire business.

Stewart, Chelsea and Luigi are children who live permanently on the island. They are befriended by a newcomer, Jason, who is holidaying with

his parents in one of the overloaded campgrounds. Their summer boredom is relieved when they are offered the job of locating the many hire bicycles which disappear regularly during the summer season.

In this adventure story for young readers the four children find more than stolen bikes and soon they are caught up in a dangerous situation.

The *Rottnest Bike Business* is an exciting children's fiction story set against an all too familiar theme — bicycle theft. The theft statistics quoted by the owner of the hire business are staggering (85 stolen in a long weekend from a hire fleet of 1200) and compare with the situation in most capital cities. When the children go looking for missing bikes they find a large number carelessly discarded but some are being repainted and are used in a smuggling operation.

The fact that this book relates to bicycles is no big deal as most children would have access to one during some part of their early life. To them the bicycle provides mobility and the opportunities to experience high adventure.

This is a book all children should enjoy and so far as being a natural presentation of the relationship of children to their bicycles, I couldn't recommend better.

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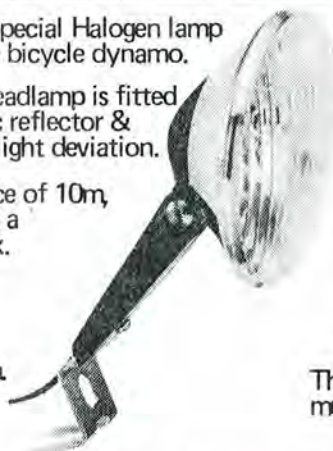
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Oxford University Press: 78pp. Hard-cover. Available through *Freewheeling Mail Order*.



Wizz Kids Bikes
by Gordon Hill, Illustrated by Dave F. Smith

This is another book which has been around for a few years (1979) and is well worth its cheap price as a useful and colourful reference for children who have a cycling bent.

The book is well organized into Recognition, Project and Reference sections.

The reference section is useless because it mainly contains information about the UK. As this only amounts to a few pages, the bulk of the book certainly makes up for anything lacking elsewhere.

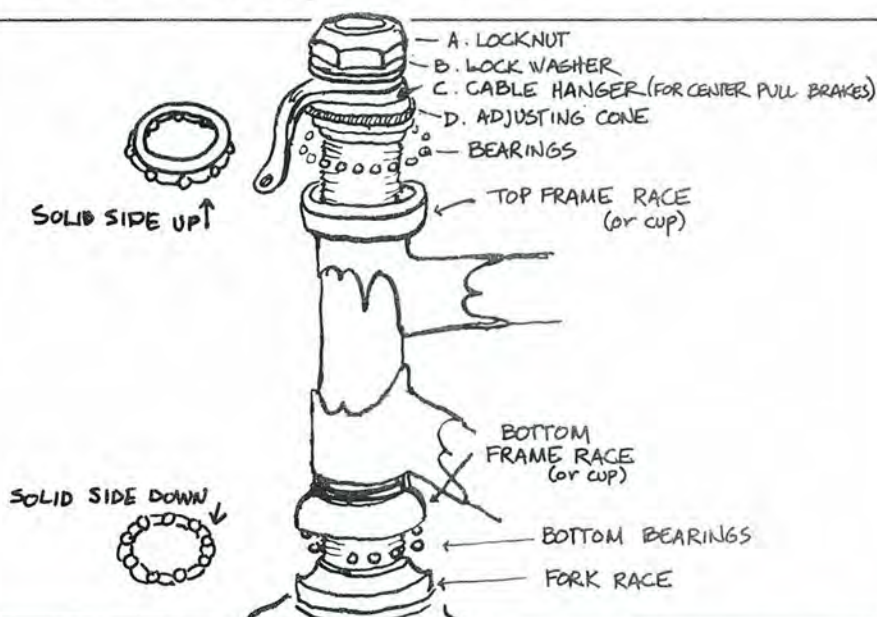
Basic repairs such as fixing a puncture are well illustrated and described and in many ways the subjects dealt with are identical to the Puffin book. *Wizz Kids* seems to have the edge on the amount of information included. Good for child beginners. Macdonald: Paperback 64pp. \$2.25 approximately.

How To Fix Your Bicycle
by Helen Garvey

Helen Garvey's book has become the

little classic of basic repair manuals. It is not intended to tell you everything about everything but to start you off in the right direction. This it does nicely with the aid of clear line drawings by T White, Dan Bessie and the author.

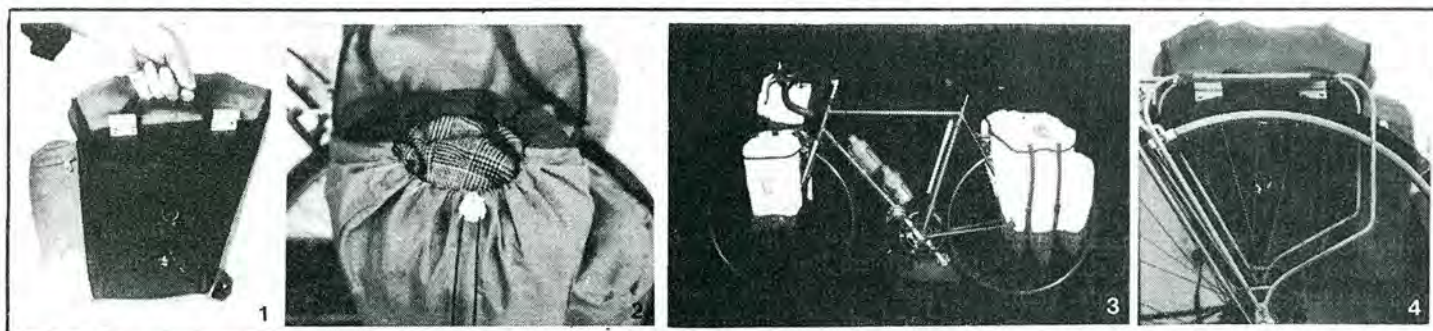
The popularity of this book is indicated by the many editions it has gone through (5) since its publication back in 1971.



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Perhaps the difference between Garvey's book and the CONCISE GUIDE TO BICYCLE REPAIR is that Helen Garvey is obviously an experienced mechanic who knows how to present bicycle mechanics to the beginner and give them enough information for them to be able to complete the job.

Unfortunately many books written these days are assembled by writers employed by publishers who only want to see the book published and sold. Often the writer assembles information and presents it with out being technically involved themselves. Rest assured Helen Garvey knows her stuff.

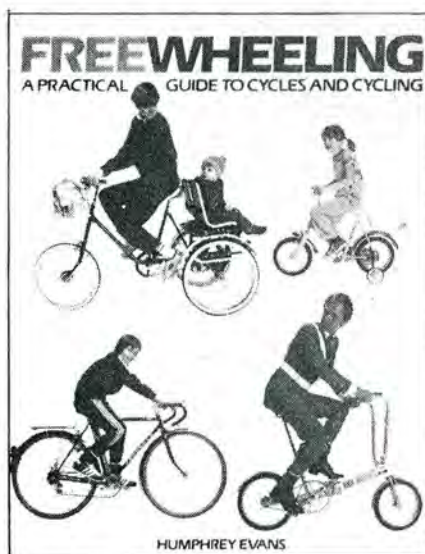
Even though her book is only 64 pages long I'd say it was possibly the best beginners manual currently available. Ideal for pre-teens, teenagers and four thumb adults.

Shire Press: Paperback 64pp. Available through *Freewheeling Mail Order*.

Freewheeling

by Humphrey Evans

When we chose the name of this magazine in 1977 we had no idea that the actual use of the word *Freewheeling* would become so wide spread. First we discovered an American touring book already sporting the title. Parrallel thinking, I wondered.



Next came a Scottish magazine which lasted for a few years and folded. Now we have this glossy full colour 80 page introductory guide to cycling also from the UK.

Freewheeling the guide book is magazine size but is beautifully produced and printed in full colour on expensive paper. The book owes much of its design background to the contemporary advertising scene. It uses well posed photographs of attractive models every one of them squeaky clean and showing off their machines

and clothing the like of which has not been so well presented in any publication on cycling.

Let's face it, the look of cycling is definitely 'out' in the world of fashion and it takes a bit of time to adjust to the very 'in' looking images displayed so crisply throughout the book.

Even if you don't read a word of the text you can still gain much pleasure as I have by feasting on the technically brilliant photographs assembled by the author and publisher.

Incidentally the publisher is Octopus Books and *Freewheeling* was obviously designed for the mass market both in the UK and internationally. It covers the broad spectrum of cycling activity and offers much advice about most bike topics.

The new breed of safety gear is also prominently featured as is a wide range of bicycle types and accessories.

The book employs some beautiful airbrush drawings to explain technical detail such as bicycle gears, mending the ubiquitous puncture, lubrication and fitting adjustments.

Of course there is not the detail of a specialist publication or manual but for 80 pages of uplifting colour imagery it can't be beat.

Octopus Books: 80pp Softcover. Also available through *Freewheeling Mail Order*.

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BICYCLE GEARING EXPLAINED

All About Chains

Last issue we introduced readers to the world of bicycle gearing by taking an overview of chain wheel sets and compared some of the types available. This issue is about the piece of equipment which transfers the pedalling turning motion of the crank set to the back wheel – the bicycle chain.

Of all the moving parts on a bicycle more than half are to be found in the chain. At first sight it looks like a relatively simple piece of equipment which it is, but its manufacture is a high precision undertaking.

The first chains were invented and used on the early safety bicycles in 1880 by Hans Reynold and since then have found use in the widest of applications.

A well lubricated chain wastes only 1½ per cent of the power transmitted (this is much greater if the chain is not lubricated) and achieves its efficiency by the action of a pin, a bushing and a roller.

Each link of a chain is made up of two side plates, a bushing to join the two inner plates together and a roller sleeve to rotate on the bushing and allow the chain to move easily on the sprocket teeth. The newer Sedis Sport chain has special pressed inner plates which eliminate the need for bushings so the roller is fitted to rotate on the pressed out surfaces (see illustration).



Two inner and two outer links of a Sedis Sport Chain with the inner link plates prised apart to reveal the pressed bushing. Which replaces the conventional bushing.

In order to join the inner links together a pin is fitted through the bushing and the outer plates are pressed over the ends of the pin. When a chain is described as having 116 links it comprises of 58 outer links, and 58 inner links. Inner links must join to outer links, so when a chain is to be shortened you must remove two links at a time. Most standard ten speeds use 114 link chains and wide range touring bikes use 116 links.

Early bicycle chains were wide and heavy to match the thicker sprockets in use at the time. When the multiple speed sprocket/freewheel and derailleur mechanism were invented a special narrow chain had to be developed to fit the narrow sprockets and not jam between them.

Wide chains on single geared bicycles had a special connecting link

and this was found to catch in the narrower multispeed sprockets. This is why a modern derailleur chain has no joining link and requires a chain rivet extractor tool to complete the chain fitting operation.

A continuation of the development of narrower derailleur chains came with the introduction of the Sun Tour Ultra six and seven freewheels and a special extra narrow chain to use with the new system. These sprockets use slightly narrower spacings between and though the chain has the same internal dimensions (width) the overall dimension is decreased due to the flushing of the pins with the faces of the outer plates.

If you use the Ultra six or seven freewheel you will need to use a narrow chain or else you will have jamming problems and poor shifting.

Chain Wear and How to Reduce it

On a single speed bicycle the front and rear sprockets are perfectly aligned. In a ten, twelve or fifteen speed bike the chain is aligned perfectly front and back in only one of the total number of gears available.

When you are not using this gear the chain is slightly twisted which causes uneven wear on the pins, the insides of the bushes and the rollers. Good lubrication will ensure that this is reduced but the difficulty is getting the lubrication to stay inside the chain's moving parts where it is needed.

The minute amount of wear on

each pin and bush multiplied by 116 means that in the average life of a chain its total length will tend to increase. This *stretching* also affects the sprockets and a worn chain will tend to wear its sprockets likewise.

If a new chain is then fitted you will experience an annoying jumping feeling in your transmission when you pedal. What is happening here is that the pitch (the distance on the sprocket between the tops of each adjoining tooth) of the sprocket has been increased by the old chain and the newer (shorter) chain will tend to ride up on the top of the teeth until it is pulled down into the sprockets by the force of your pedalling.

The chain is guided onto the back of the sprocket by the derailleur jockey wheels. No direct pulling force is exerted by the chain on the sprocket until it almost reaches the 12 o'clock position. Only the top four or five teeth of a sprocket are actually doing the work. The rest are simply loosely meshing into the chain.

This is why when you go to buy a new freewheel for your bicycle the dealer will always try to sell you a chain with it. Chains and freewheel sprockets are like old friends they wear into each other and are inseparable. When you try to replace one with another newer unit there is always trouble.

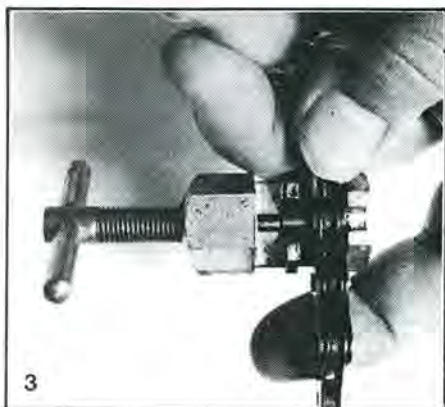
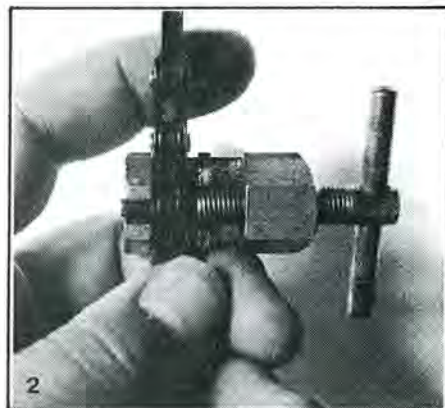
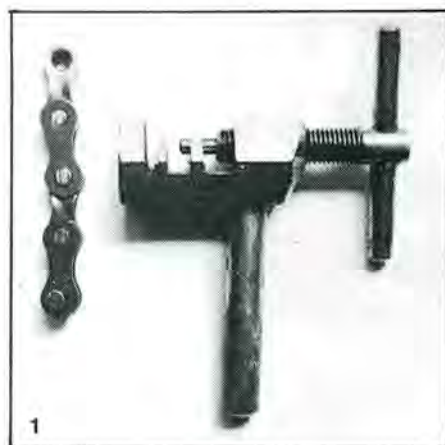
A Solution to Excessive Wear problems

A chain's life is a dirty one. It contains many moving parts which require lubrication yet it is continually exposed to the worst conditions. Wet weather is particularly severe as water in a chain tends to displace oil and grease. The only solution to this problem is to continually lubricate your chain especially after periods of rain and dusty road conditions.

The problem of excessive freewheel sprocket wear caused by a badly worn chain does have a solution.

The clue to the solution lies in the fact that an ordinary sprocket lasts roughly three times as long as a chain.

With this in mind you purchase three identical chains when you fit your new spricket. Occasional *Free-wheeling* contributor, Chas Coin uses this rotation method. He runs one chain for a shorter period (say a month or two depending on use and riding conditions) then fits the next and so on until all chains have been run. They can all be then cleaned up together re-oiled and run in rotation for a total of three times through. Depending on the frequency of use and riding conditions you could do this until the chains and or freewheel falls apart. I have tried this and find that even with everyday use and the



How to use a chain breaker tool. 1. The tool and a few links of chain. 2. Driving the pin through to break the chain. Be careful not to drive pin out completely. A fraction of a millimetre of pin should protrude in side the inner plate to 'clip' the chain ends. 3. Re-

occasional long heavy tour, my transmission now lasts for 2 years instead of for the 6 or 7 months I previously obtained.

Chain Cleaning and Lubrication

Cleaning a chain is a messy job. I used to sit out in a backyard every eight or nine months and clean up my chains with a tooth brush in solvent. Kero is OK but it tends to not dry clean and inhibits future lubrication. Then I would hang the chains to dry and after would treat them to a molten grease bath. These are sold in motorbike supply shops and consist of a flat tin of low melting temperature grease which easily sits on top of a stove element. When this grease is heated and the chain is immersed it penetrates to the inner surfaces of the chain and provides excellent lubrication until the next wet spell washes it out.

Now days I don't bother. An oily chain is an oily chain. There is no such thing as a clean chain and I now feel that some caked material on the outside of the chain actually helps keep more dirt and grit from getting inside.

The most important thing is to keep the chain regularly lubricated. I use an oil container with a fine spout so I can apply just the right amount of oil to each link in turn. If this is applied carefully to the inward facing edge of the chain the natural centrifugal force of the spinning chain will force the oil through into the vital parts. A good wipe with a soft cloth will then clean unwanted surface oil away.

Shifting

The test of a good chain is in its ability to shift easily over a range of gear types and sizes. The SHIMANO UNIGLIDE was a new design which allowed the chain to be easily shifted from one sprocket to another. This was made possible by manufacturing the outer side plates with an outward bend thus allowing the chain greater flexibility when intermeshing on multispeed sprockets. When the uniglide was introduced there was speculation that because the links were bent then prolonged use would tend to pull them flat again and produce excessive chain stretch. This is not the case and these chains work very well indeed especially in conjunction with SHIMANO'S twisted tooth freewheel designs.

assembly. When driving the pin back in caution is needed to ensure pin and tool bit are aligned 4. Reverse the tool and put the chain on the back prongs, turn the driver a fraction of a turn and this should space the link so that it can move freely.

CALYPSO CYCLES

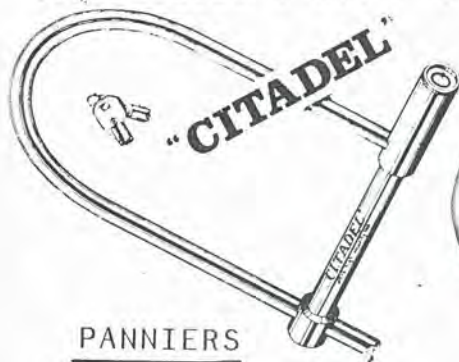
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Pro Vic II w ref. \$14.50

The Chains

Shimano Uniglide

This chain comes in two models; the plain version and the snazzier Dura Ace version. Both types are available fitted with Shimano's link lock device which enables the chain to be broken for installation or cleaning without the need for a chain rivet remover tool.



Above: A side view of the Uniglide Chain, Right: The Shimano link lock allows breaking of chain without tool.



Sedicolour

Available in silver or gold versions. One of the best and strongest 3/32" chains available well designed and machined. Smooth and quiet operation.

Sedisports

A new design derailleur chain for use on ultra or narrow spaced freewheels. Quite acceptable for shifting on clusters with close spaced ratios but difficult on wide range gears. The sharp edges of the plates tend to chew into the alloy front chain rings. It is cheaper than the Ultra chain and strong too but not recommended for wide range use.

Left: Reynolds Black Right: Sedis Sports.



Reynolds Black

This used to be my favourite. It's attractive side plate design and bevelled edges meant that this chain moved easily and ran with a minimum

of noise. Hard to get and overpriced nowadays.

Suntour Ultra

This chain is made for Suntour by another Japanese company, HKK. The reputation of this chain was damaged shortly after its introduction when a batch of inferior quality units was put on sale here. This has since been rectified and this chain can be recommended as the best chain available for use on wide range narrow spaced gear clusters.

HKK Standard Blue

The standard Japanese chain on many imported bicycles. Reliable.

DID Standard

Another standard Japanese chain. An old favourite of mine for a good quality long lasting standard chain.

KHC and HTI

Both Taiwanese chains. Cheap and of lesser quality than the Japanese standard models.

Regina

Most of this brand of chain are designed for the racing cyclist. All are very high quality and expensive. Many racers will swear by Regina Oro or Record chains.

There are a few more brands available which have not been mentioned because their performance and availability could not be determined for this survey. An update article will make available information on these products sometime in the future.

How to tell when your chain should be replaced

The simple test is to pull the chain out from the front chain wheel about half way along the meshing distance of the chain. If you can pull the chain almost clear of the chain ring teeth at that point, then it is badly worn and needs replacing.

If it is an old chain you may have to replace the rear sprockets and perhaps the front chainrings too. The greater number of teeth on a sprocket the lesser the wear. You will find that the smaller rear cogs will always be the problem points if you only replace the chain. To recognise a worn sprocket compare the teeth shape with a new sprocket. You will see the characteristic wave shape developing and the teeth will tend to look more pointed.

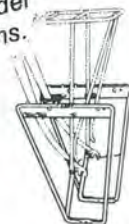
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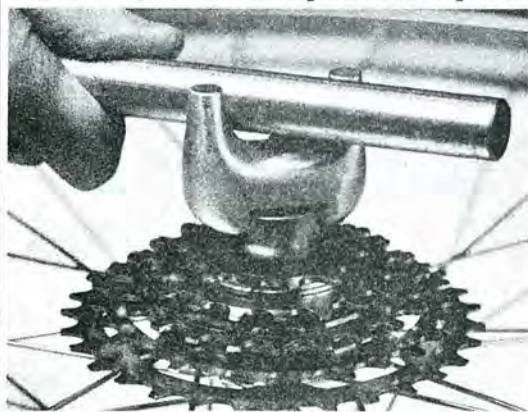


either position, a self-righting wheel channel holds your bike securely.

This compact storage system mounts indoors or outdoors with special tamper-proof screws, and can be used for any bike from BMX to ten-speeds.

POCKET-VISE™ FREEWHEEL TOOL

Weighing in at less than 2 ounces, this handy tool lets you



remove your bike's freewheel on the road without a bench vise or heavy wrench. Now, rear spoke and gear repairs can be made by the side of the road with a lightweight tool kit.

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International Cycling Guide 1982 *Book Review*

It's easy for us Aussies pedalling around in this big big country of ours tucked away in the southern hemisphere and surrounded by thousands of kilometres of ocean to miss out on the rest of the cycling world.

Our bicycles have always come from overseas and this is no more obvious than today when the world bicycle is a definite reality.

We are part of the world bicycle scene yet it is very difficult for anyone in Australia to find out what is happening in other countries as well as our own.

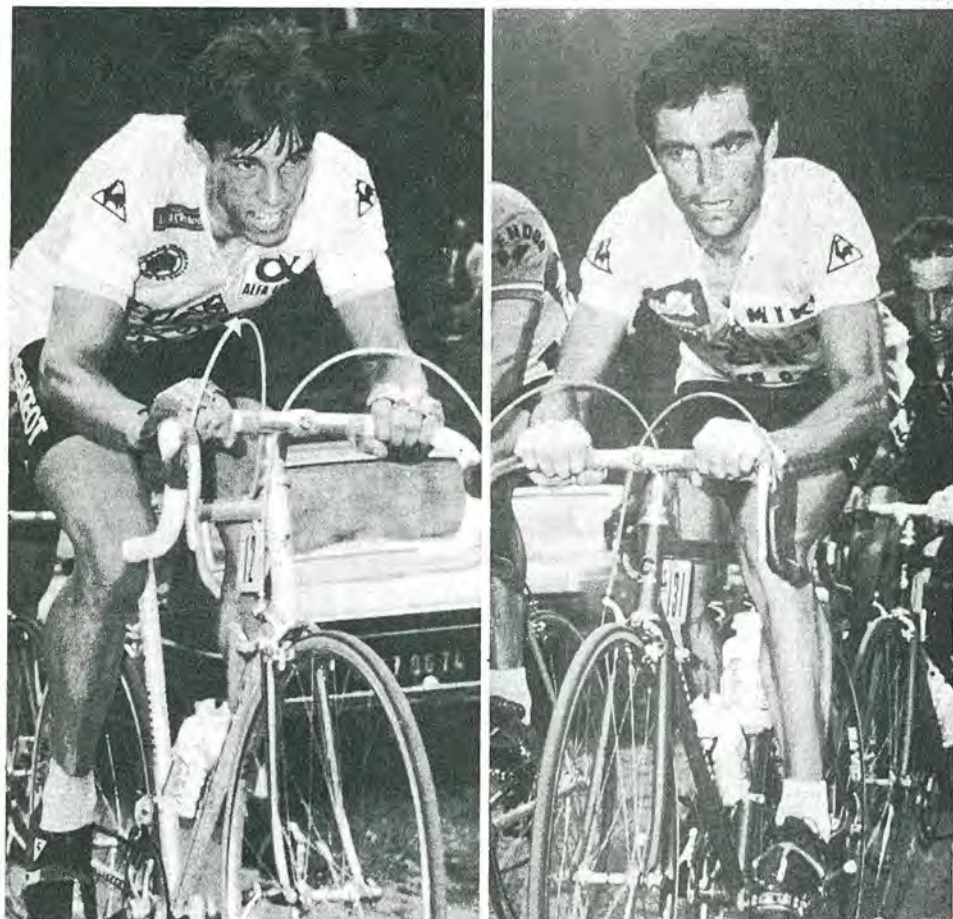
Now the problems have been solved with the release in Australia of the *International Cycling Guide*.

The Guide is edited by Nicholas Crane, is published annually in the UK and draws on some of the best cycling writers world-wide.

Hard information and entertaining articles form a good content mix which makes the lot of the armchair biker very pleasant indeed.

A balanced coverage of racing and touring events and happenings ensures that all tastes are satisfied. There is always something new to be found: whether it's a new product or an interesting piece of research it's all there. The guide is very difficult to fault.

To the Australian eye the bikes of the year section is interesting if only to see the scope of the European



Above: Phillip Anderson and Bernard Hinault. The Guide says they are on a collision course for the next Tour de France. Below left: The Argus Cycle tour pulls away from the start on its circuit of South Africa's Cape Peninsula. Below right: The incredible Range rider ..



market, but as a buyer's guide you'd be better off with your *Freewheeling* surveys.

A small deficiency indeed when compared to the long list of articles and info which is bound to capture the reader's eye.

I personally feel the guide is an excellent book to have on hand to flick through when I have an idle moment which I want to fill with my favourite obsession — bicycles. Most of the articles are short enough to make this type of reading very easy to do. To give an idea of what's in store for readers of the 1982 edition let's ramble through the contents.

The *Guide* opens with a study in depth of the five new Bikes of the Year. The one bright spot here is a

unique approach to the Mountain Bike design by an English bicycle builder. It's called a Range Rider and ICG took it on a trip up Mt Snowdon to try it out!

The world survey section reviews racing, touring, industry and planning in 19 of the world's leading cycling nations. Yes, Australia is in there too.

Racing and touring are both given a section with five articles in each covering a wide range of events and topics. For the recers and general readers there's always interest in the Racing Section, if only to find out how our own Phillip Anderson is doing in his job to dethrone Bernhard Hinault. As well, there's a coverage of the tour de France, ten of the world's top bikeraces and the rider of the

year. Touring features two pieces on round-the-world cyclists, a look at the new off road craze and an information section listing organized bike holidays (commercial and non-profit) world wide. Just what you need for planning that next cycle holiday in Europe.

A section titled Trends deals with: The new Raincheck brake pad research; Cycling in the Third World; Cycling injuries and Frame Building: a discussion of the latest designs.

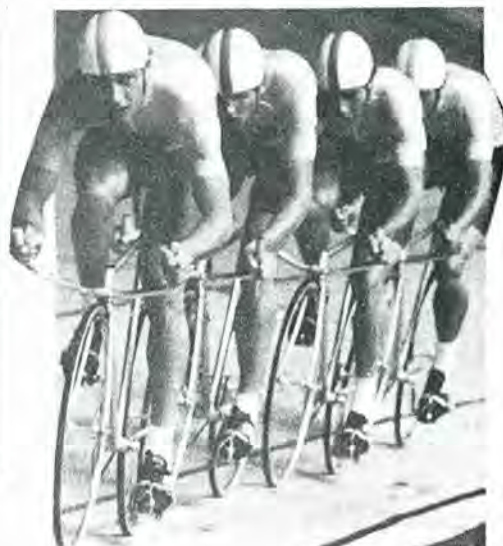
The information section lists country by country; Museums; Bicycle Shows; Organizations; Fame Builders; Mail Order Guide and Bicycle Shops. As well, there are new equipment reviews, book reviews and information about the world's cycle magazines, and new cycle oriented films.

The *Guide* is 352 pages long and measures 160 x 210 mm. What more can be said except that I'd recommend that you buy yourself a copy or give one to a biking friend.

The *International Cycling Guide* is available through the *Freewheeling* Mail Order for \$12.50 including postage and packing. We have been appointed Australian distributor of the 1983 guide and as such we could be seen to be a bit biased in our strong recommendation of the '82 guide. We have not entered into this arrangement lightly and have done so in order to bring the Australian cycling public a unique publication. Certainly there is nothing like it available here or anywhere else for that matter. As with all our mail order publications the *Guide* carries our money back guarantee. Stocks of the 82 guide are strictly limited so don't delay and order now for early pre-Christmas delivery.

Warren Salomon.

The *Guide* discusses the latest frame building trends. This novel frame geometry incorporating a sloping top tube and fork mounted handle bars to reduce frontal wind resistance was developed for the East German time-trial team.



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One for the Road

A TALE OF TWO CITIES

Freewheeling publisher Warren Salomon has been on the road lately. He visited his childhood home town Brisbane and a few weeks later was in Melbourne for Bike Week. Here is his report.

Brisbane is an interesting place. In some ways it still is like a large frontier town. Whenever I return there huge slabs of it have been torn down and built anew. Everything is on the move and growth is in the air. While the recession bites hard in the southern states Brisbane still manages to boom.

It's Commonwealth Games time and Brisbane is putting on its cleanest face for years. The good thing about all of this is the fact that for once Brisbane is less self conscious and more grown up in the way it presents itself (although I did tend to think the media tended to overdo it with non-stop *I love you Brisbane* jingles, slogans, stickers, station identification, commercials and posters). Part of the energy behind it all is the monolithic Brisbane City Council.

Unlike most other capital cities Brisbane has only one elected municipal council. Its annual budget is nearer that of the state of Tasmania and its expenditure to date on bicycle planning projects is nearer that spent in a similar period in the whole of NSW.

As with NSW there is not much physically to show for it. Planning is proceeding along similar lines to elsewhere with a small project here and a bike path there. As yet no overall strategy plan exists though the council planning department is currently preparing a document which may do this job. If there is one city in Australia where a successful Geelong Bike Plan type scheme could be carried out it must be Brisbane. The few hardy souls who regularly brave the traffic, bad road surfaces and steep hills could certainly do with some assistance.

According to a council officer the State Government is less interested in helping out in Brisbane than elsewhere. Only a small percentage of the State Government's budget allocation for cycle related projects goes to the BCC. The State Government itself has only a vague interest in bicycle planning. As yet it has no State Bicycle Committee and its allocation of funds is through matching grants administered by the Local Government Department.

Joh Bjelke-Peterson doesn't ride a bike so no-one cycles.



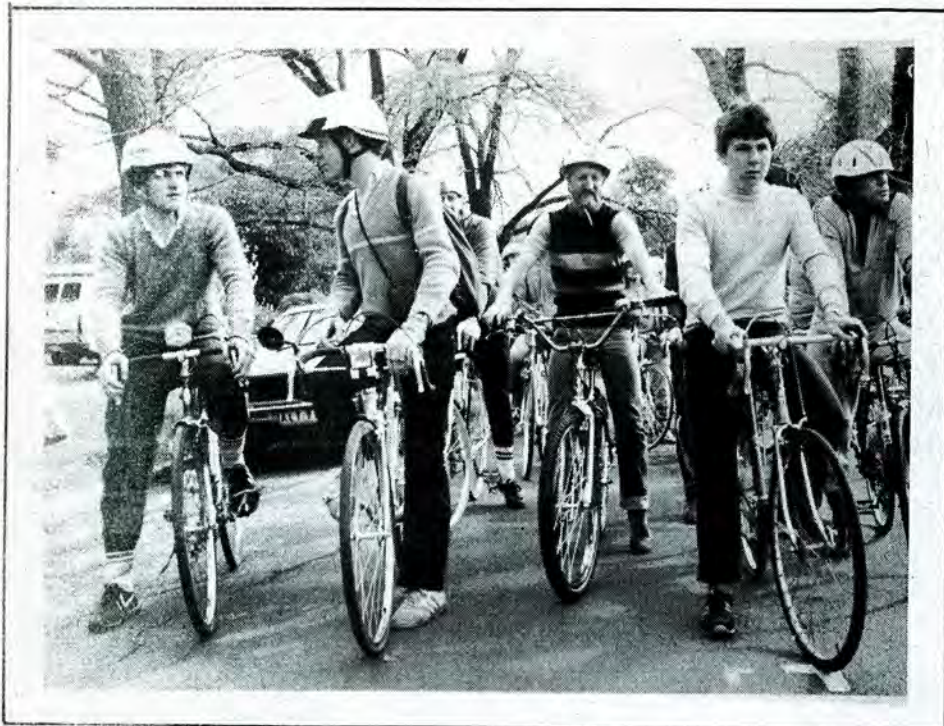
Bike Week'82

Two scenes from Bike Week Commuter Day. Above: Cyclists ride into the city across the Princes Bridge. Below: A group of commuters chat while waiting for the change of light.

On the transport scene, Brisbane residents are justifiably proud of their new air conditioned electric trains. They are without a doubt the most comfortable to ride in of any Australian urban electric system. After years of operating 1900 vintage red

rattlers the Queensland Railways are a bit paranoid about their new equipment. So worried about their newness are the Railways that they have banned the carriage of bicycles from the electric fleet. It seems such a pity as every time I travelled on them there

One for the Road



was ample space for a number of bicycles. The Railways say they (the trains) are primarily for people and

not for bikes. It would seem reasonable to restrict carriage bicycles to non-peak periods but to totally ban

Commuter Riders await their breakfast in Flagstaff Gardens.

them is a retrogressive step, which will have a drastic effect on bicycle usage in Brisbane.

One of the current in jokes in Brisbane is that with all of this business about Queensland for Queenslanders, the Queensland next to you is more than likely to have recently arrived from New Zealand or Melbourne. Like any frontier town Brisbane is a lure for the immigrant.

In Melbourne, you hardly know of the place. Brisbane usually comes to mind during winters of grey skies and drizzle when Melbourneans decide to make a break and head north for the sunshine. This October I made my break and headed south to Melbourne for Bike Week.

After one of the mildest and driest winters for some years the bike riders were beginning to appear on the city's streets in conspicuous numbers. Organizing them as the Bike Week Committee found out is another thing.

As the week began Melbourne put on its best cold and showery weather. This did deter a few, but the regulars cycled on oblivious to it and Bike Week, so it seems. Unfortunately, all events were plagued by poor attendance.

The main activity of the week, a ride to work 'Commuter Day' attracted about 150 regulars to a breakfast of cereal and milk in Flagstaff Gardens. A probable reason why the expected thousands did not arrive was that the publicity leaflets did not appear until the morning of the ride.

I first caught sight of one when a friendly Police motorcyclist delivered a hundred or so to my chosen starting point at Windsor. There were another eight or nine similar points around the city where riders were to ride from converging on Flagstaff Gardens for the big finale. There were only eight of us to receive the leaflets but we all rode in and had a thoroughly enjoyable time of it. Channel O filmed us on the way and by the time we got to Flagstaff Gardens it looked like the media personnel would out-number the cyclists.

Our Police escort was fantastic. I thought 'if this kind of thing could happen in Sydney'. A nicer, more sympathetic officer you couldn't meet anywhere and this only confirmed the other indications of the great advances being made in Victoria by the Police in the area of cyclist education and safety.

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Other events were more successful. The 100 kilometre ride on the final Saturday was well attended and enjoyed by all, and by all accounts the Pedal Clubs had a good day's outing on their Family Ride the following day.

As for me personally, I had a fantastic time riding around Melbourne on my bicycle doing box turns in Collins and Swanston Streets and riding along the beautiful Yarra bike path. Keith Dunstan was right when he said that Melbourne is the easiest Australian city to cycle in. It's a pity I was not down that way in the seventies when he managed to organize 7000 or so of Melbourne's bikies into a spectacular rally. Next Year perhaps!

Poor Lights on Melbourne's Bikes

Last winter the Bicycle Institute of Victoria's Safety Officer, James Taylor, spent several evenings surveying adult bicycle commuters at night time, around Parkville, Carlton and the University of Melbourne. (Taylor, J. 1982). James' observations started each night at sunset, just after 5pm, and lasted for an hour. In this way he was able to catch 300 peak-hour commuters in the dark.

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.

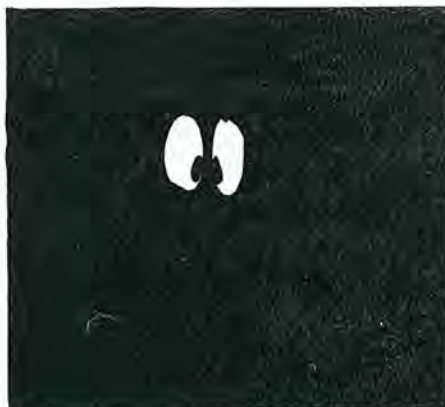
Cyclists who use the Directory are asked to write or call in advance. They are urged not to drop in unannounced.

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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Cycling at night using the Braille Method.

So what did the survey show? Forty nine percent of the total riders had no lights at all. Five percent had one rear light and a further six per cent had one front light only. Only 40% had both front and rear lights. The survey showed that those who were safety helmets were more safety conscious. 65% of them had lights at both the front and rear.

Overall, one in eight had a helmet, (about 12%) and 9% wore vests. It appears that more adults are using

these safety devices, but half of the adult cyclists have no lights at all.

The BIV adult survey data is confirmed by the data obtained from the 765 spot interviews with cyclists at 15 locations in a survey of 3 765 secondary students and a telephone interview survey of 134 schools, all reported in Vol. 2 Melbourne Bike-plan, Stage 2, 1981. (Technical Report 1981) The 3,765 students surveyed completed a questionnaire which elicited information about the bicycles safety features. Only 26.3% of the students had lights on their bicycles, how many of these respondents had only one light is unknown and how many of them had poor quality lights is also unknown. No data on the use of reflectors was collected in this survey and only 0.7% of the students had safety flags fitted to their bicycles.

Adult cyclists, 17 years and over, account for 31% of the cycling population, and the rest are children. Out in the suburbs over 73% of the secondary school children riding at night have no lights, and it seems likely that over 80% of the primary school children have no lights on their bicycles. The only other night time safety devices

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are reflectors, which are not much use at dusk when there are a lot of children riding their bicycles and only 32% of cyclists in the 13 to 19 age group had rear reflectors.

In the future, the situation will get much worse as more children use BMX bicycles which are never fitted with lights and have their reflectors removed at BMX tracks for safety reasons or removed by the children for a variety of other reasons. So far, no education program has sufficiently penetrated the school system to prevent this from happening or to provide information on the need for lights at night.



Road Safety Begins with Pedal Clubs

Mr. Peter Harris, who heads the Victorian Pedal Clubs Liaison Group, calls on youngsters — particularly during these school holidays — to pedal safely, and live.

Mr. Harris said that with more cyclists coming onto the roads "... it's more important than ever that boys and girls are educated in the art of riding safely, both on and off the road".

He said that since the formation of pedal clubs in Victoria in 1953, thousands of children had passed through the clubs system "with not one ever having been involved in a serious accident".

Pedal Clubs are justifiably proud of this record, in light of statistics showing that 72% of bicycle accidents in

Victoria involve cyclists between 7-17 years of age.

Victoria's seven pedal clubs arrange activities specifically for boys and girls 5 years and over.

No special nor costly equipment is required making the Pedal Clubs accessible to anyone with a bicycle. Bike owners will be pleased to learn that any type of bike is acceptable — from dragsters and old-fashioned bikes to the latest BMXers.

The Clubs have devised a series of riding exercises to help develop the riders' skills, with fun and competitive

elements built in to add to the enjoyment while learning.

Mr. Crawford the State Bicycle Encouragement Co-ordinator said that pedal club events aid the only cycling programme other than the Rosta Bike Education Course that educated young bicycle riders in road laws and on/off road cycling skills.

Peter Harris says that the best way to understand what goes on in Pedal Clubs is to come along. If you would like further information contact State Bicycle Committee on 602 1566 — or Peter Harris on 337 6399, 336 2239.

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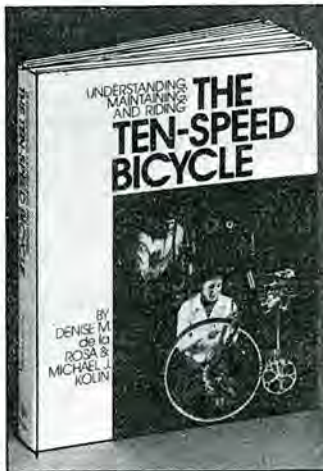
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To get the most from your cycling, you need to match your bike's design (and its components) to your riding style. THE TEN-SPEED BICYCLE will help you choose between sidepull or centerpull brakes ... silk or cotton tubular tires ... cottered or cotterless cranks ... alloy or steel handlebars ... and more.

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One for the road

Number Up for Bike Thieves

"If you're a bike thief, you're number is up" according to Colin Crawford the State Bicycle Encouragement Co-ordinator in Victoria.

He said that bike registration, or bike marking, since its introduction in 1979 has had an effect upon reducing the number of bicycles stolen.

Bike registration involves engraving an official Victorian Police number beneath the bike's frame, with the same number entered in the Department's registry of bicycles.

The program has been initiated by the Rotary Club of Eltham in association with the Eltham Police. The bike marking program has been adopted as the standard procedure to be used throughout the State by the Victorian Police.

Sgt. A. Traynor said that of 1795 bike registrations carried out, so far in his area only two have ever been reported missing, one has been recovered and returned to its rightful owner.

He said that of un-registered bicycles, Eltham Police Station was

aware of at least fifty bikes stolen and not found annually.

Bike registration is free and is undertaken by many local police stations in association with community service clubs on special days set aside for the purpose.

Colin Crawford said that the advantage to bike owners was three-fold: "Given a collection of parked bikes a thief is attracted to a bike which is not registered. However, should a registered bike be stolen it is difficult for the thief to sell it, and, when discarded and found it can be quickly returned".

Mr. Crawford suggests to bike owners to contact their nearest police station to enquire about, or watch their local newspapers for the next scheduled bike registration day.



CycleClassic

Commonwealth Bank Cycle Classic

On the page opposite are two photographs taken on the final stage of the Brisbane to Sydney race.

The event was hampered by accident and bad weather. A near fatal collision between a rider and a race official on a motorbike during the time trial stage in Brisbane made sure that the event was on all the national news bulletins.

The race was won by S. Lawrence of the English Commonwealth Games Team in showery Sydney spring weather.

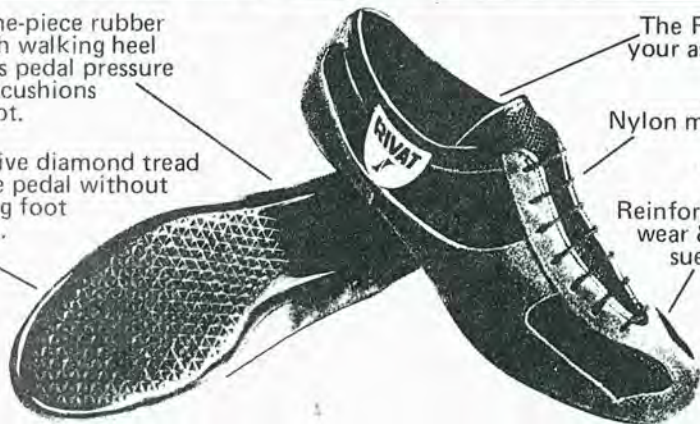
Our photographs show the pack (left) on the road between Wyong and the Hawkesbury River. Wind and rain made riding conditions very difficult.

The far photo shows the current Australian Road Champion John Watters leading the pack early in the final stage. Photos by Martyn Payne.

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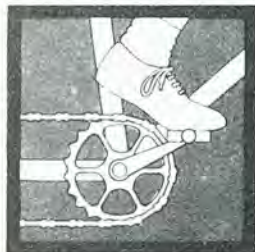


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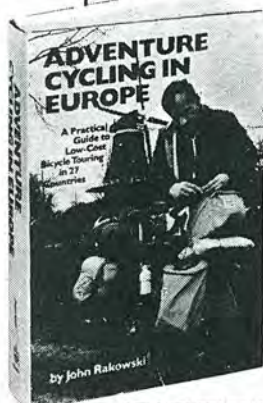
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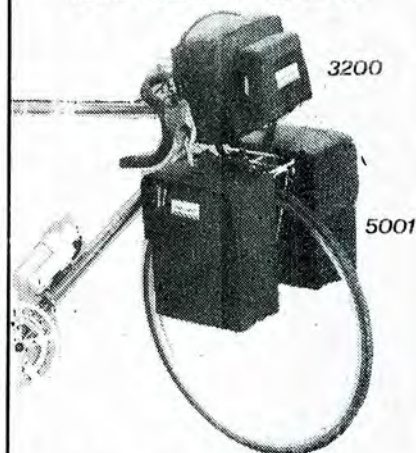
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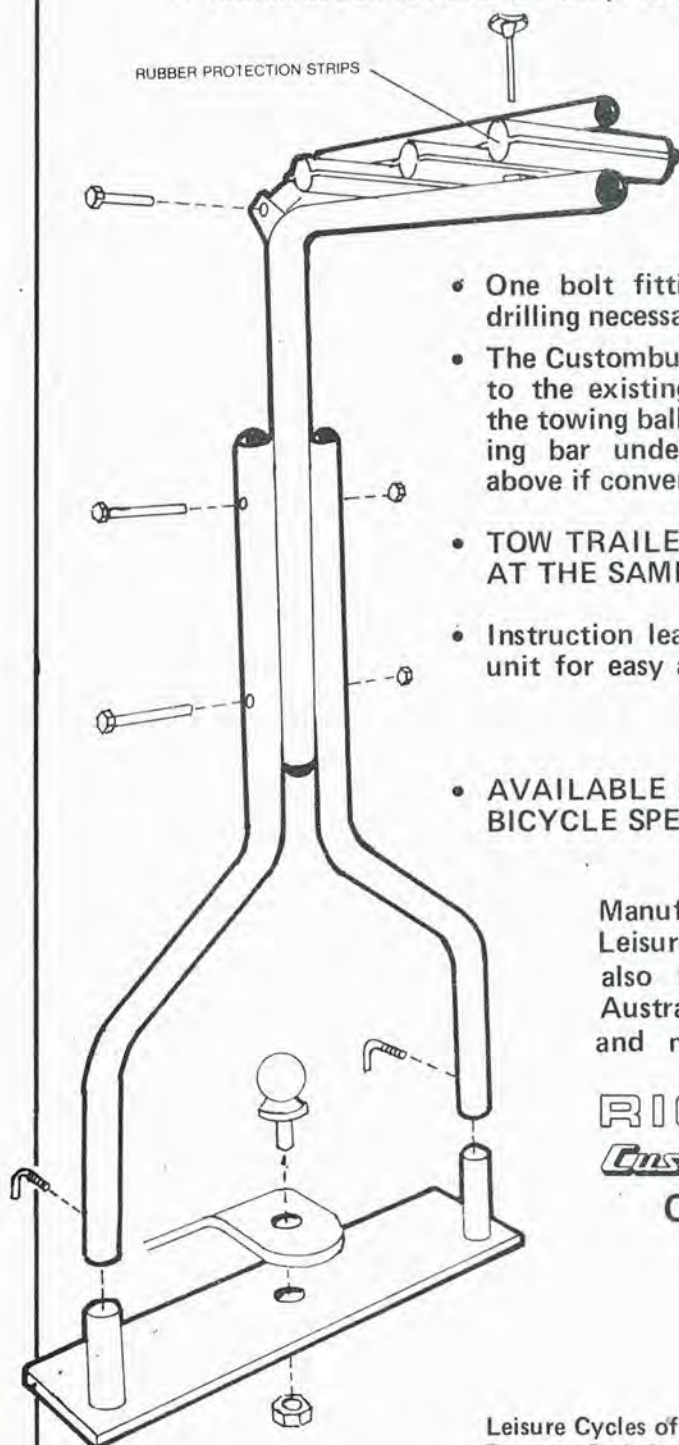


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On the Road to Wilcannia

One of the most famous images in the short history of photography in Australia is that of a swagman wheeling his loaded bicycle over the western plains.

The photograph was taken by Axel Poignant in the early 1950's and shows George Meredith a real life swagman pushing his bicycle to Wilcannia. We liked the photograph so much that we printed it in the first issue of *Free-wheeling* though at the time we could not find out who took it and who was the person in it.

We have since been able to find out that George Meredith uses his bicycle as a carry all and that it has no chain. He cannot ride it but this does not stop him and many like him roaming the outback much the same as the swagman in Banjo Patterson's famous song, *Waltzing Matilda*.

We understand that George makes about 12 miles a day with his machine. He says: "Everyone makes his own road in life. I'm just a drifter." The road ahead becoms him. It may be hot and dusty, but it means freedom.

We don't know if George is still pushing his bike outback, so if any of our readers can tell us more about this fascinating character we will be very pleased to find out.

SAVE THE BIKE PLAN

How can you help?

As an urgent priority you can write a simple letter to the Minister of Transport, the Hon Peter Cox MLA, Ministry of Transport, 227 Elizabeth Street, Sydney, and request that he makes available full funding for the Newcastle Bike Plan Project for this financial year even if this means spending the entire SBAC budget on this project.

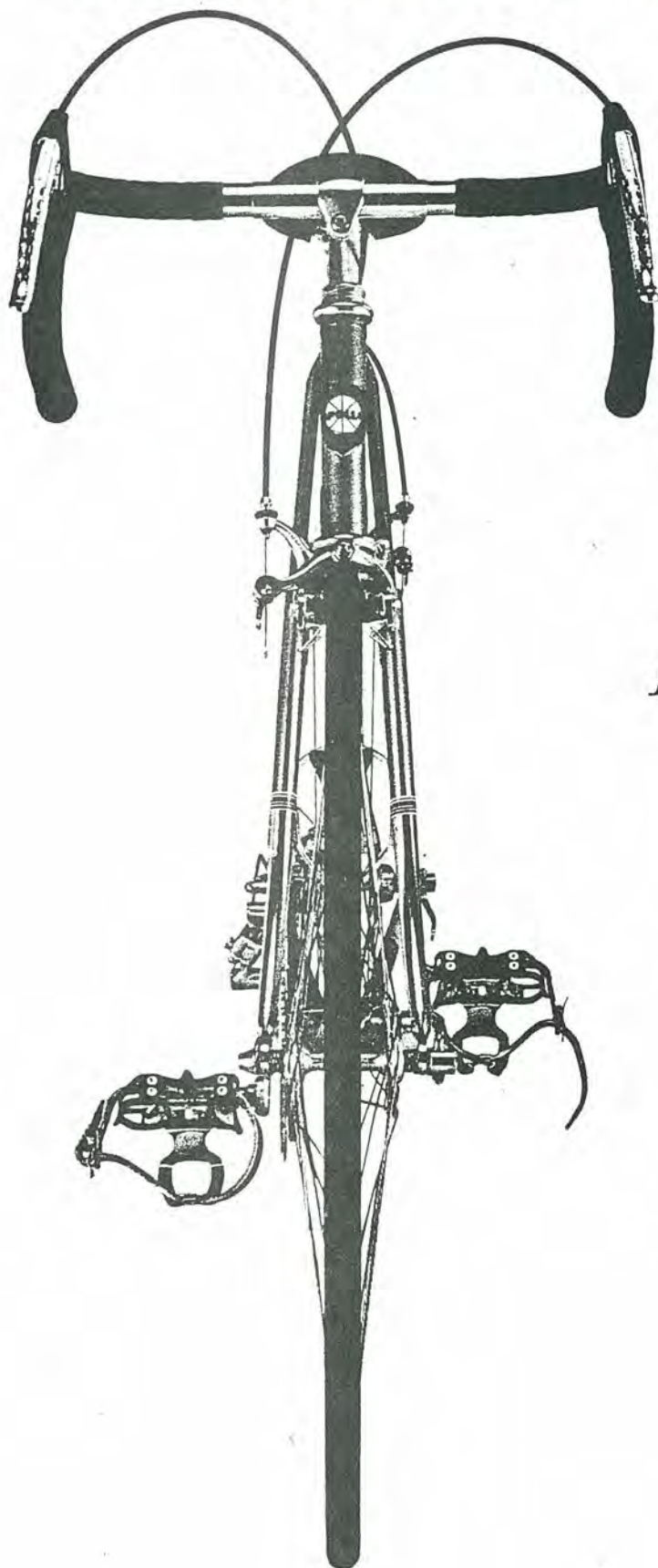
A letter to the Premier, Neville Wran, Parliament House, Macquarie St, Sydney along the same lines also would be of help.

You should always receive replies to letters you send to Government departments.

Inserted in support of the Newcastle Bike-plan by the Save the Bikeplan Committee.



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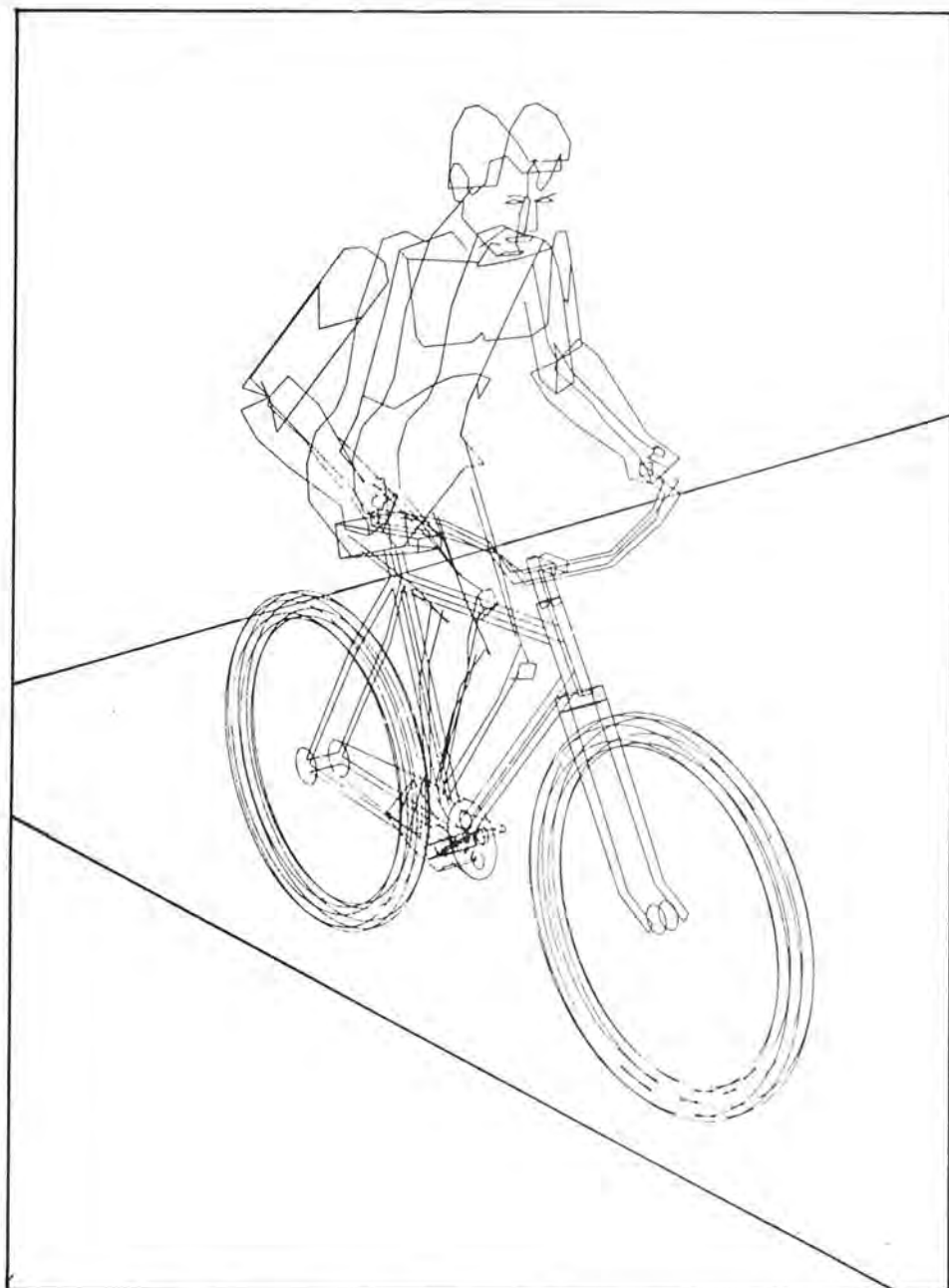
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Designing the Bicycle of the Future

by Alan Parker

If ever adult cycling for everyday purposes is to become widespread in Australia then bicycles will need to be

designed for the objective needs of users and not the subjective whims of impulse buyers. The Japanese Bicycle Industry has just reached this conclusion in its new marketing strategies.

In the heyday of cycling, such objective considerations as not getting oil on your clothes was an important factor in commuter bicycle design. A sensible design of bicycle for shopping trips and short commuter rides is shown. This is both more conspicuous to other road users and more convenient to use. For longer commuter trips a combined front luggage carrier and fairing would add additional feature with dropped handlebars. Another variant could be the use of the Bridgestone belt drive (Timingbelt) as is supplied with folding "Picnica bike" sold Japan, which is clean and replaces a lubricated chain.

The advantage of the bicycle illustrated, is that the bicycle is more conspicuous so that the rider can wear ordinary clothes or ordinary water proofs when riding. The current fad of decking out the cyclist like a Christmas tree, is too inconvenient a practice for ordinary riders who want to jump on a bicycle and go where they want in an instant. The replaceable fluorescent panels shown, would make the cyclist conspicuous at dusk and dawn when lights are not very visible due to lack of contrast. Fluorescent materials lose effectiveness after 6 months and for those who ride at dusk each winter it would be an easy matter to replace the panels every Autumn. It may be that the use of flashing lights is a more appropriate solution to this problem and the Victorian State Bicycle Committee's research program will address this issue.

A few years ago, high quality Dutch bicycles were designed to suit the practical needs of ordinary Dutch commuters. They were almost maintenance free and perfectly suited to their purpose of making short utility trips. Such reliable ordinary bicycles are unobtainable in Australia. The Dutch bicycles were not unduly heavy as aluminium rims and components were used for the balloon type wheels and the casing of the totally enclosed transmission system was made of a fabric removable with a zip.

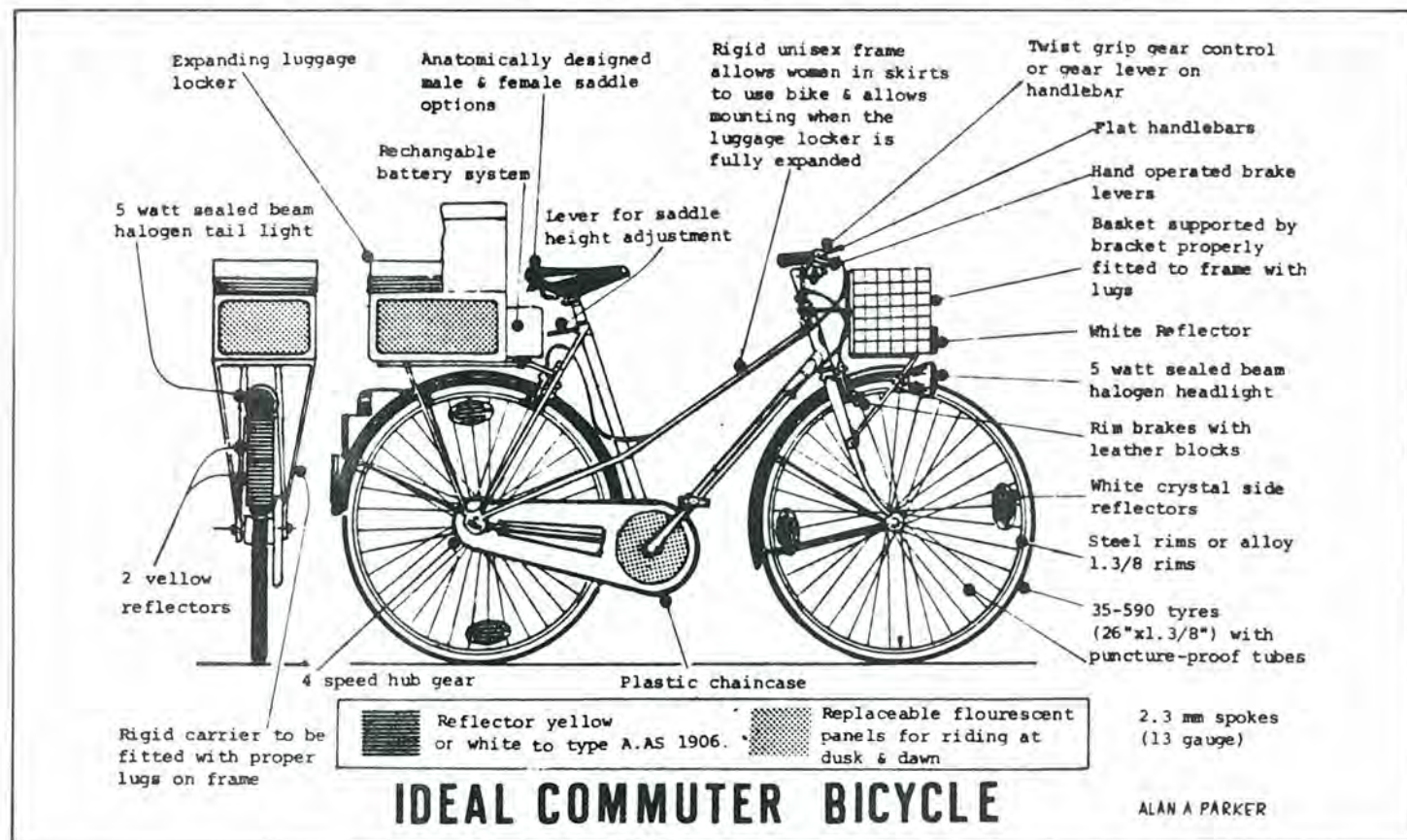
The bicycle of the future should be more conspicuous to other road users, it will be lighter with better gearing and special purpose carrying devices. All lights will probably be fitted with halogen bulbs. New technology for bicycles will stem from a systems engineering approach to design using well tried technologies in the motor vehicle field and new technology in the area of electronic components and controls. Sealed halogen lighting units are now available. Control units for flashing light systems, mass produced some of which can be used with devices invented fifty years ago to create low cost effective and reliable lighting systems. The use of low

friction electro-magnetic hub dynamo as a charger for battery systems is a prime example of what is possible and practical.

Many innovative product safety ideas have emerged in the last five

years and the potential for the mass marketing of more effective lighting systems can probably be realised if Government Agencies develop a constructive role for themselves in assisting the product development process.

The kind of things government can do best is to provide funds for research. The Bicycle Federation believes that an international bicycle lighting design competition would be an additional stimulus to industry.

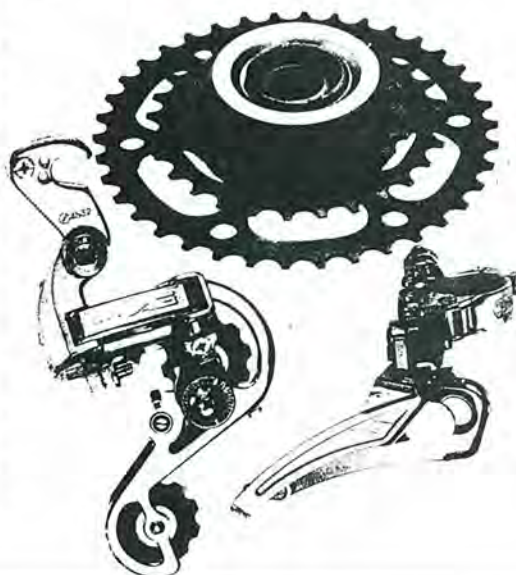


A Night on the Road

SunTour gears and subscriptions to be won in this new competition

Among the qualities a cyclist needs is resourcefulness. Maybe you have to fix a bike in puring rain, probably with few tools or spares; maybe you have to cook yet again a meal with the limited supplies that some parts of the world have to offer; and maybe it is necessary to sleep in strange places because the daylight has run out or the weather does not allow further cycling.

It is sleeping in unusual places that is the subject of this competition. We want you, the reader, to write in about your most unusual sleeping pace, where-ever, for whatever the reasons. If you have a photo of your "night out", all the better, send it also. (En-



close a self-addressed stamped envelope for the return of photos.) The story can be in any format you like, but no more than 500 words please, preferably typed and double-spaced.

The staff at *Freewheeling* will be the judges and we will publish the best stories in Issue 18 (January).

The winner will receive a SunTour AG touring gears ensemble (cluster front and rear derailer) and all published entries will receive a two year *Freewheeling* subscription. Pens ready? Get your story going. Send it to Night Out Competition, *Freewheeling*, P.O. Box K 26, Haymarket, 2000. Entries close November 30.

Greetings from the Bike Trail

I'm now on a jet, returning to my home occupation of teaching in Seattle. I have spent my holiday of 7 weeks in Australia, touring by way of bicycle, trains, jets and autos. I visited Sydney, Brisbane, Mackay, Cairns, Alice Springs, Adelaide and Melbourne, using my bike to get me around the local area in each.

I found your magazine to be a very interesting and informative publication. Being a subscriber to *Bicycling* magazine in the US, I'd say your publication, though less colourful and flashy compares quite well. A friend of mine, a Sydney resident and I used your back issues and attempted to follow the Pacific Coast trail from Sydney to Brisbane. Your articles on the route were very good and were a great aid in planning our trip and our somewhat successful execution. We got tired of the rain we encountered and being a bit soft, we took the train from Wauchope to Grafton.

The purpose of this letter is not only to thank you for the 'guide' your magazine gave us; but also to give you some information you may be interested in passing along to other folks. We found the little town of Woodenbong to be a stopping place for us one evening. Even though it wasn't actually on the route, we were too tired to press on, and decided to stop. There was only one small caravan park but the owner, John Kitchener, is going to try to make it a worthwhile stopping place for cyclists, as he used to be quite a traveller himself. His plans include having a large shelter for bikers to put their belongings and bikes in to shelter from the weather. He was extremely kind to us, and instead of charging us \$4.00 to set up our tent, allowed us the use of one of his caravans for that price. I'd like to repay the favour he did us by mentioning him to you.

I'd also like to say I found the caravan parks in Cairns to be very unsuitable for sleep, but one up at Port Douglas — I believe it's called Kalua or something like that, to be excellent.

Oh yes, next time I come over (if I decide the \$20.00 departure tax is an evil that I will put up with again) I will definitely use a *Stumpjumper* to navigate the dirt roads and trails.

Thanks again!

John C. Wilson
Seattle USA.



Ian Taylor.

New Touring Club in Queensland

I am writing to inform your readers of a new bicycle touring club which has recently been established in Maroochydore and situated on the Sunshine Coast of Queensland. The club has no entry fee.

The club was named appropriately *Suncoast Cyclers* and our objective is to participate in one day tours, usually on Sundays, around the Sunshine Coast and its hinterland area.

For further information please contact:

Amanda Gaston
3/60 Broadsea Avenue
Maroochydore Qld. 4558
Phone: (071) 43 4881

Greetings from the U.K.

I was very pleased to read that you're going bi-monthly, and are now able to support a full-time editor/publisher. The magazine is of a consistently high quality with its wide variety of articles and unsurpassed presentation.

After being out of the country for three years, I find *Freewheeling* excellent for keeping in touch with the bike scene in Oz. Keep it up!

Mike Scott
Yorkshire U.K.

CHINA

CHINA BY BICYCLE

The second annual China ride will take place between April 10 and May 7, 1983.

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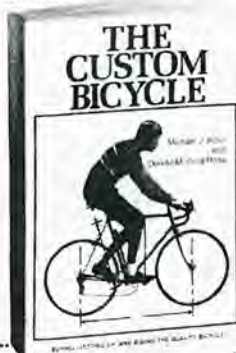
If you're looking to "step up" to a custom-made bicycle, here's a book that'll help you weigh the subtle pros and cons of different American and European bikes—and choose the one that best matches your physique and riding style.

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And, to help you get maximum performance from your custom bicycle, you'll get illustrated details on how to

properly position yourself on your bike . . . how to adjust your saddle and handlebars . . . how to check frame and fork end alignment . . . how to attach derailleurs, mount brakes, and insert seat posts . . . and more!



THE CUSTOM BICYCLE

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Touring Bicycles and Lightweight

Regarding the recent Winter Edition of *Freewheeling*, I would like to express my dissatisfaction regarding the review of bicycles.

The bicycles reviewed in a relatively large section of the magazine were all unsuitable for the bicycle tourist and would have better been written up in *National Cycling*.

Basically a touring bicycle has tube angle of 72°, a long wheel base and brazed on fittings like pannier rack eyelets, bidon eyelets etc. It is fitted with a wide range of gears with particular attention to low gears. I know some individuals may disagree slightly with this above generalization on some points.

I rode a road-racer converted for touring purposes. I was amazed at the difference and improvement when I obtained a touring bicycle similar to the above specifications.

Probably the article highlights the fact that despite the growing popularity of bicycle touring, the availability of touring bicycles is very limited, and the majority of cycle-tourists have to get frames custom made for themselves. Fine, if you are an enthusiast but quite off-putting if you are an interested beginner as such frames start at about \$200 upward.

Hopefully, through many avenues including bike clubs, magazines and other, the bicycle industry will get around to providing cycle-tourists with suitable touring bikes rather than converted racers and commuting bikes. And hopefully, at prices which will not discourage people from taking up our wonderful recreation.

Rod Myers
Pahran, Vic.

It's easy to appreciate the feelings expressed in this letter. For some time now availability of good touring equipment in Australia, especially complete bicycles has left something to be desired.

This now seems to be changing for the better, and in the next few years bicycle touring should receive a big boost from the industry as more specialist machines come on to the market. In all fairness it could be said that the influence of Freewheeling has played an important part in these developments.

As to the bicycles reviewed in the June/July/August issue, it is this writer's belief that all are suitable (with certain modifications to gearing

and load carrying ability) for light-weight touring. Until now most of the touring done in this country has been the 'carry your kitchen and bedroom' type of long distance touring. Certainly this type of usage depends on the kind of bicycle Rod has described, but this is just one form of touring and one bike type.

In the USA currently, light weight touring (which usually involves staying in fixed accommodation and eating at cafes and restaurants) is by far the most common form of touring activity. There is even a move towards ULTRA

most common form of touring activity. There is even a move towards ULTRA — light weight touring but more about that later.

As to Freewheeling's coverage of cycling we have always aimed to cover the broad non-competitive spectrum of the Aussie cycle scene. Sure, touring is our favourite kind of cycling activity, but we still prefer to stand back and take an overall view of things. We think this approach will win more friends to cycling and to cycle touring.

The publisher.

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Contents of back issues so far: Issue 3, Bicycles and Bush Clergymen, Canberra Cycle City, Getting Started in Bicycle Touring 8 page Guide, Touring NSW Goldfields, Make Your Own Wheel Trueing Jig, Wheel Spoking. Issue 4, Bicycles and Shearers, Pacific Coast Cycle Trail Guide - Goulburn to Maitland, More Canberra, Snowys Touring. Issue 5, Fitting your Bike to Your Body, Nullarbor Touring Guide, India, Grand Ridge Road Vic., Gossamer Albatross. Issue 6, Birtles, Toe Clips, Pacific Coast Cycle Trail Guide - Ipswich to Coffs Harbour, Sri Lanka, Books, Penny Farthing to Sydney. Issue 7, Energy, Bicycle Couriers, Melbourne Bikeplan, TORSV, Backroads NSW/QLD - Legume to Boonah, Following the Old Railway to Newnes in the Blue Mts., NSW. Issue 8, Reclaim the Road, Man with Rubber Pedals, Murif, East Coast Tasmania - 10 page guide, Binna Burra Qld, New England NP, Bikecentennial, Books. Issue 9, Urban Issues Special Section, Industry, Leather Guide, Cowra NSW, NZ North Island, Bicycling photography. Issue 10, Bicycles and the Bush, Planning NSW Helmet Survey, Pacific Coast Cycle Trail Guide - Coffs Harbour to Maitland, Indonesia, Womens Saddles, Christchurch NZ, Emerald Vic. Issue 11, Womens Bike Co-op, Great Ocean Road Vic, 10 speed maintenance - Gears, Tools, NZ South Island, Leather Guide. Issue 12, Newcastle Bikeplan, Early Road Maps, Alpine Way, Southern Cross Cycle Trail - Melbourne to Beechworth, Vic., Rear Pannier Survey, Leather Guide, Tassie Guide Review. Issue 13, Newcastle Bikeplan, Cycling Press, Mr Plod, Burston and Stokes, China, Industry, Front Pannier Survey, Java, Melbourne to Albany Tour, Tasmania.

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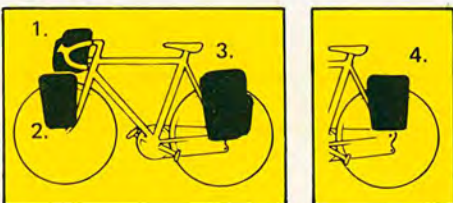
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In addition, there is a large zipped rear pocket. The back panel is of PVC which gives added protection to the Pannier. A carrying handle is attached to the top of each Pannier and the two halves may be securely connected together as an added safety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

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