

The Aussie Bicycle Mag

Freewheeling

NUMBER TWENTY FIVE \$2.00 MAY/JUNE 1984

Australian's challenge the World human
powered vehicle record.

**Steele Bishop wants to be the
fastest bike rider on Earth**

A woman's incredible journey

On the road to Cape York

Bicycle Road Tests

Four new models

Equipment Reviews

Registered by Australia Post - Publication No. NBH 2266



Repco-Nishiki

When you Get down to it, They're Great.



NISHIKI OLYMPIC 12

H/BARS: S.R. Maes Alloy, w/ Cushion Grip
 FRAME SIZE: 21" 23" 25"
 TUBING: Tange Champion No 2
 STEM: S.R. Alloy Mod CT
 HUBS: Sanshin, Suntour 13/30 Gold 6SP
 TYRES: Panaracer, small flange alloy O/R
 SHIFT LEVERS: Suntour, TM-10-L
 BRAKES: Dia Compe 630 OS OR
 CRANK SET: Sugini GT 52/40T
 PEDALS: S.R. Mod SP 150
 CHAIN: Izumi Black/Gold
 SADDLE: Ariake Anatomic
 SEAT POST: S.R. Mod CT-P-6
 DERAILLEURS: Suntour ARX
 RIMS: Araya, Alloy Mod 16A
 COLOURS: Anthracite
 MISCELLANEOUS:
 Braized-on water bottle
 fittings, Suntour C.T.
 ends, Chain Rest on Seat
 Stay, Chain Stay
 Protector, AH Brake
 Mounting Bolts,
 Crystal Cables.



REPCO SUPERLITE

FRAME: Japanese
 CR-MO main tubing
 HANDLEBAR: KUSUKI
 alloy
 BRAKES: DIA COMPE
 630 alloy
 CRANKSET: SUGINI NO
 5 aero
 PEDALS: Alloy quill
 GEARS: SUNTOUR AR
 SHIFT LEVERS: SUNTOUR
 PDL-M down bar
 HUBS: quick release alloy
 RIMS: ARAYA 27" x 1-1/4"
 H.P. alloy
 TYRES: 27" x 1-1/8" gum wall
 touring pattern
 SADDLE: VISCONT ANATOMIC
 SADDLE PILLAR: S.R. alloy CT-P-6
 custom
 ACCESSORIES: Braized-on water
 bottle fittings, chime bell,
 reflector set
 FRAME SIZES: 21" 23" 25"
 COLOURS: Charcoal with silver head
 tube, Burgundy with silver head tube.

REPCO

Available from
 Leading Cycle Dealers

Freewheeling

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Australia Publications

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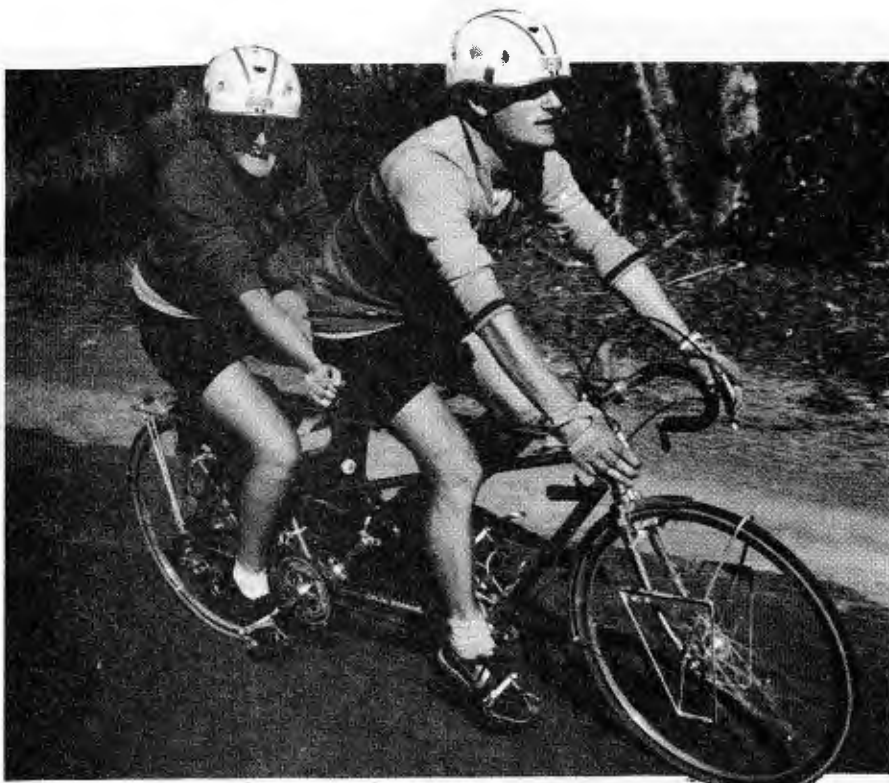
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Cover photo: World pursuit champion Steele Bishop in the riders seat of the Aero during his recent world speed attempt. The exciting HPV story starts on page 9. Photo this page: Melbourne goes MAD every year when tourers take to the roads for this popular century ride. Story in this issue.

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Classifieds

Readers Ads

Rates \$6 per 25 words
or less. \$0.10 for each additional word.
Payment with order please.

Your advertisement will be seen by over 12,000 readers, their friends and fellow cyclists nationwide. For details of full list of headings write to **Classified Ad Dept. Freewheeling Box K26 Haymarket 2000.**

TourMates

Accounting: A brand new service for bicycle tourers — Hantrade/Freewheeling Tour-Mates.

In each issue a special classified section will be devoted to readers wanting to advertise for touring companions and trip departures.

If you are planning a tour and are seeking companions or want to join a tour, this service is for you. But here's the best part: the service is free.

You can participate by simply writing your name, address and notice enclosing a stamped addressed envelope.

Your **Tour-Mates** advertisement should be kept to 30 words (excluding name and address.) Ads over 30 words cost 20 cents per additional word (please include payment with ad.)

All ads published will need to contain your name and a contact address or telephone number. Ads received without name and addresses included will not be published.

So, if you are tired of the same old crowd use the **Tour-Mates** column to find new touring people and places.

Send your ad enclosing name, address and a stamped addressed envelope to **Hantrade/Freewheeling Tour-Mates Box K26 Haymarket NSW 2000.**

Tour Mates

Cycling partner wanted for 4 week camping tour of France, September, 1984. Contact: J. Kidd, 6 Lawson Street, Byron Bay, N.S.W. 2481.

Tour mate wanted for leisurely N.Z. trip with local male, 55, unattached, with fair knowledge of topography here. Correspond initially to arrange mutually suitable occasion. Ken Everett, C/o Dobson Sub Station, Westland, N.Z.

WANTED: ONE CYCLING PARTNER. I am planning a cycling tour of Australia for 1985 — of necessity a working tour. Anyone interested please contact: Carol Booth, 263 Samford Road, Enoggera, Brisbane 4051. Ph: (07) 355 1581 or (07) 275 7569 (day).

FOR SALE

POSTER: Superb line drawing of 10-speed bicycle by Sydney artist Roy Gilmore. 635 x 400mm on quality chromacote card. \$6.99 post free.

Planigraphique Pty
Box 658 Manly 2095

Visa/Mastercard/Bankcard just quote number and sign.

Dealers Ads

MAIL ORDER

The Num-Bum Protector. A sheep skin bicycle seat cover. Suits standard and racing saddles. Comfortable, durable washable. \$20 postage paid. Money back if not satisfied. Send cheque or M/O to C & N Locker, Happy Valley, Adamindaby NSW 2630.

Outdoors cooking the safe, speedy and silent way with high quality stove sets by Trangia of Sweden. Stove sets in two sizes with kettles and accessories to fit are now available. Delivered direct to your door by Freewheeling Mail Order. Use order form in this issue. Free catalogue sent with all new purchases.

Repairing your bicycle can be fun and save you money. We have the best Do-it-yourself bicycle maintenance books currently in print in our big bicycle information and accessories catalogue. Send for your free copy today. Freewheeling Mail order Box K26 Haymarket NSW 2000.

Bicycle Hire. Ten-speed touring bikes including Mountain Bikes. All sizes and shapes. Also racks, panniers, locks and lights. Inner City Cycles, 31 Glebe Point Road, Glebe. Phone: (02) 660 8605.

Wanted for Modelling Opportunities: Young men and women 18 — 38 are needed for occasional modelling assignments with bicycling themes. Only experience necessary: the ability to comfortably ride a bicycle. Sydney region. Fee paid. To register your interest, send recent photo and your height measurement to: Freewheeling Publications, Attention: The Publisher Box K26 Haymarket NSW 2000.

NOW IN STOCK



MUDGUARDS FOR MOUNTAIN BIKES

**HILLMAN CYCLES
44-46 GRANTHAM ST.
WEST BRUNSWICK VIC.
TEL.(03) 380 9685**

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 with order. Deadlines Issue 21, 8th August; Issue 22, 10 October; Issue 23, 5 December; Issue 24, 6 February; Issue 25, 9 April; Issue 26, 4 June.

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

National Bike Events Calendar

MAY

Sunday 13 May. The Second Singleton Century Ride starts at 8.30 am, Burdekin Park, Maitland Rd, Singleton. Distances: 50 km, 100 km, 160 km. Medals will be awarded to all successful cyclists. Time limit: 10 hours. Food/drink/swimming etc. available at various towns and wineries. Billets available in Singleton as well as hotels, motels, etc. Entry fee: \$3.00 and includes medal, maps and drink. Organised by Singleton Youth Centre Cycling Club. Contact: John Veenstra c/- Europa Cycles, Shop 2, Southern Arcade, 65-67 John St, Singleton, N.S.W. Ph (065) 72 3913.

AUGUST

Sunday, 19 August. The first Annual National Mountainbike Championships of Australia, to be held in conjunction with the first of an annual N.S.W. Off-Road Cycle Championship. The event will take place in Sofala in Mid-Western N.S.W. over a one lap course of 79km. Component sections of entry are: 26" wheel multispeed mountain bikes, 26" wheel single or multispeed cruisers, 20" wheel multi BMX, 24", 26" or 27" multi or single road-bikes. It is being promoted and organized by the Panorama Pedal Organization Committee.

NOVEMBER

Sunday November 25. The Third Annual Freewheeling Sydney to the 'Gong Bicycle Tour. Bigger than ever this year. Join in on Wollongong's 150 celebrations with this exhilarating 85 supported tour south from Sydney. Special Rail and Air travel packages available this year for Brisbane, Melbourne and Adelaide visitors. Full details in the next issue of *Freewheeling*. Entry forms available in July/August issue of *Freewheeling*, interstate travel and accommodation packages bookings

DECEMBER

Sunday December 1 to Sunday 9. The Great Victorian Bike Ride. Nine day supported ride to celebrate Victoria's 150th Anniversary. Join in for nine day or one day tour options. Full details in next *Freewheeling*.

How to Advertise in this Calendar

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.

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.



From the Publisher

The Real Safety Issue

A good example of the ill informed attitude of the politician towards the safety and welfare of their bicycle using constituents came to light early this year. In response to some alarming traffic accident death statistics for 1983, the New South Wales Transport Minister at the time Peter Cox, hurriedly announced the commencement of a driver safety programme to be conducted by the NSW Traffic Authority.

The really pathetic fact behind that snap announcement was that since mid 1983 the state's Bicycle Advisory Committee whose job it is to administer the NSW Bicycle Programme budget had no money to spend on existing safety programmes let alone initiate new ones. The bicycle advocate groups were outraged especially since the government looked like abandoning important long term projects (such as the Newcastle Bikeplan) in favor of the 'quick-lets-announce-something-before-the-voters-wake-up' approach.

Unfortunately politicians memories and interests seldom extend beyond their elected term of office. This is more unfortunate for the cyclists who are more and more demanding of Governments the kinds of programmes that are long term and have far reaching effects on future generations.

One worthwhile programme with long term benefits to the community is Bike-Ed a comprehensive rider training scheme taught in some but not all of the state public schools in Victoria and NSW. The governments in those states deserve full credit for this important work but where does that leave the rest of the cycling population? There aren't enough bikeways to keep us all off the major roads.

In this issue we review one of the most important cycling books to be released in this country for many years. The book's author is an Englishman now resident in California called John Forester. That name is respected by bicycle advocates and activists the world over, not because he shouted out to the politicians that they were treating the lives of bicycle users with sundry contempt, but because he dared to produce his own solutions and proceeded to put them into use.

The result is his now famous Effective Cycling course the only comprehensive bicycle rider training programme in the world.

So, what the NSW Minister should have done if he had an ounce of real interest and concern for the bicycle riders of his state, was to begin a process of consultation with the cyclists representatives to establish a Forester type course for the large numbers of untrained adult and adolescent riders. Then again it is probably a job which is too important to be trusted to the intensely parochial interests of state govern-

ments. The Federal Labor Government came to power promising to improve rider safety.

In the words of federal Minister for Transport Peter Morris, '...improved safety measures and training are crucial to protect cyclists on the open road and encourage more people to take up cycling'.

So far the Federal Government has sat on the sidelines while the various states have made the running. An Australian Effective Cycling Course would enable the federal government to make a significant contribution to the well being of all Australian bicycle users. Its effects would certainly be of benefit long after the current parliament has run its course.

Warren Salomon

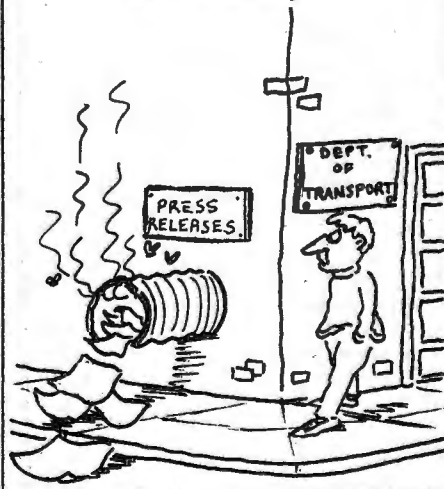
Somerville

POLITICIANS' EFFECTIVE CYCLING COURSE

Encountering a sharp curve



Maintaining a visibility



Travelling with limited vision



Merging with dense traffic



Back Issues that never date

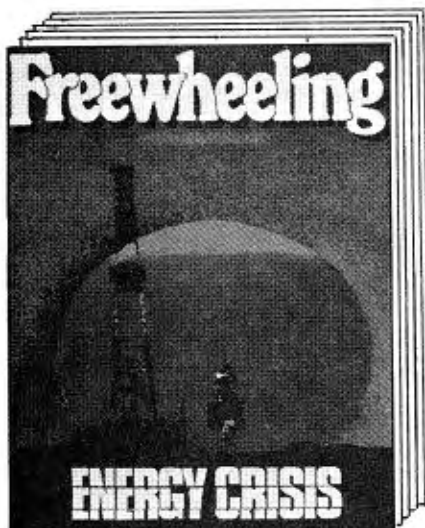
Back Issue Sets

FWBACK1 Back Issue Set No.1

This set contains issues 4 to 9 and 11 to 15 inclusive. Contained in the magazines are over thirty tours in all states. \$12.95 incl. postage.

FWBACK2 Back Issue Set No.2

This set contains issues 16 to 19 and 21 to 23 inclusive. \$8.95 incl. postage.



1. Bicycle Safety, History of the Bicycle, Cycling, Touring the Atherton Tablelands, N.Q., Touring the Blue Mountains, Tents, Dunstan — 'You can dump your Auto', Bike Politics.

2. Geelong Bikeplan, Bicycles, Energy and Equity, Legislation, Women Need Bicycles, Bike Fish Need Water, Safety, Touring — Border, N.S.W., Armidale to Urunga, N.S.W., First Aid Kits, DIY Bike Car Racks, DIY Kids' Seat, Sprocket Man.

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.

4. Bicycles and Shearers, Pacific Coast Cycle Trail Guide — Goulburn to Maitland, More Canberra, Snowys Touring.

5. Fitting your Bike to Your Body, Nullarbor Touring Guide, India, Grand Ridge Road Vic., Gossamer Albatross.

6. Birtles, Toe Clips, Pacific Coast Coffs Harbour, Sri Lanka, Books, Penny Farthing to Sydney.

7. Energy, Bicycle Couriers, Melbourne Bikeplan, TORSV, Backroads NSW/QLD - Legume to Boonah, Following the Old Railway to Newnes in the Blue Mts., NSW.

8. Reclaim the Road, Man with Rubber Pedals, Murif, East Coast Tasmania — 10 page guide, Binna Burra Qld, New England NP, Bikecentennial, Books.

9. Urban Issues Special Section, Industry, Leather Guide, Cowra NSW, NZ North Island, Bicycling photography.

10. Bicycles and the Bush, Planning NSW, Survey, Pacific Coast Cycle Trail Guide — Coffs Harbour, Maitland, Indonesia, Women's Bicycles, Christchurch NZ, Emerald Vic.

11. Womens Bike Co-op, Great maintenance — Gears, Tools, NZ South Island, Leather Guide.

12. Newcastle Bikeplan, Early Road Maps, Alpine Way, Southern Cross Cycle Trail — Melbourne to Beechworth, Vic., Rear Pannier Survey, Leather Guide, Tassie Guide Review.

13. Newcastle Bikeplan, Cycling Press, Mr Plod, Burston and Stokes, China, Industry, Front Pannier Survey, Java, Melbourne to Albury Tour, Tasmania.

14. New Products, Uppers and Downers, Travelling with epileptic child, Around the Country, Holidays in Europe, Southern Cross Cycle Trail — Beechworth to Goulburn Guide, Unicycling the Nullarbor, Pedalling in the Past, Indonesia, Bike Plan 81 Conference.

15. New Products, Lightweight Bicycle Survey, Winter Biking, Food Part 1, Railroad Bike, Adelaide, Adventure Cycling in Europe: Review, Bike Path Beginnings, World Bike Ride Update, Profile — Josh Lehman.

16. New Products, Lightweight Bicycles, — Update, Cruisers, Melbourne, Nullarbor, Bush Bashing, Sydney to the Gong, WBR Update, All about Chainwheel Sets, Food Part 2, One for the Road, Java, Britain.

17. New Products, Cyclists, Adventure Travel, China, Pannier Survey, Dunstan in LA, Melville Caves, Hokkaido — WBR Update, Joneses — SW Australia, Kids Bike Books, Chains, 83 International Cycling Guide 1983, Bike of the Future.

18. Road Test — Araya Mountain Bike/Gemini 15 speed/Shogun 2001/Apollo 18, Lightweight Touring, Sydney to the Gong Tour '82, Definitive Touring Machine, Touring — Dubbo to Wingham N.S.W. Rushworth Vic, Japan, Joneses, Pilbara, Bicycle Gearing — Freewheels, Readers' Survey.

19. Pedalaeontology, Fat Tyre Fanatic, Canberra's Cycleways, Bike/Rail Survey, Employment Projects, Bicycle Gearing — Front Derailleurs, World Bike Ride, Joneses — Kimberleys.

20. The Overlanders Feature — Birtles/Guest/Melby/Hume/Joneses, Overland Bike, Road Tests — Apollo Cycle Tour Option 2/Apollo Engineer, Victoria's Pedal Clubs, Rosebank Stackhat, Cat Eye Cyclo Computer, Tandem Talk.

21. Japan Pt 1, Bicycle and English Language, Newcastle, Great Ocean Road, Geelong-Otway Century Ride, Road Tests — Bushranger/Nishiki Custom Sport/Ricardo Elite/Spokesman No. 2, Touring, Low-rider Racks, Bicycle Gearing — Rear Derailleurs.

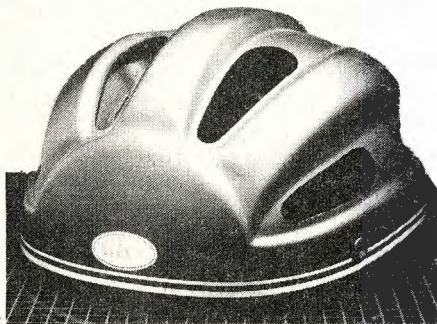
22. Freewheelin' Fashion, Japan Pt 2, Bike Scene in N.S.W., Bike/Rail — no room!, Star of the 30's, Audax, Knees, Road Tests — Apollo Mixte/Moulton AM7/Repco Mountain Bike, Bicycle Factory, Bicycle Gearing — Levers, S.A. Scene.

23. Adventure Travel, Holidays Dunstan in China Pt 1, Mexico, Northern N.S.W., Sydney to the Gong Tour Photos '83, A.C.T., Around the World by Pennyfarthing, Melbourne's Cycleways, At the Races, Bike Bag Survey, Road Tests — Graecross Constellation/Spokesman No 1 Sports, Tent Review.

24. Bicycle Travel: Canada, USA, Transamerica Trail, U.S. West Coast, Dunstan in China Pt 2, ocean Road Odyssey, World Bike Ride, TOSH 2, Trishaws of Penang, Buying a Bike, Freeways, Road Tests — Mitchell lightweight/Repco Superlite/Hillman Alpine/Graecross Jackaroo.

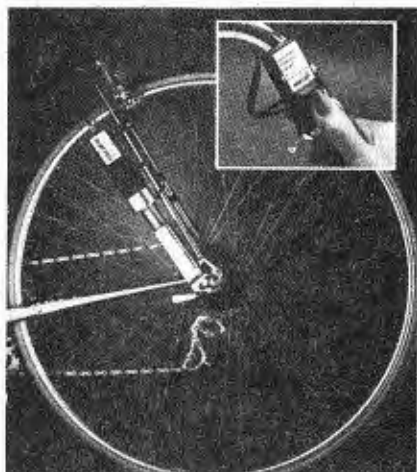
To order use form on page 67

New Products and Ideas



Bell V1 Pro Helmet

After consulting with top racers and triathletes the Bell company have designed a racing helmet which it says provides greater protection than the traditional leather 'hair nets' with out giving up the style, comfort and lightweight features. The new helmet, available two shell sizes comes in a distinctive matt black with gold trim colour scheme. Distributor: Hantrade.



Leisure Air Shifter

Shifting the multi-speed bicycle is made easier with the Air Shifter a new device recently released in the USA. A pump and actuator unit is attached to the left seat stay and the system is driven by a trilobe cam installed on the rear wheel hub. A finger-tip control valve is mounted in a convenient position on either the left or right handlebar. The system allows automatic upshift, down-shift, fast down-shift and a hold/cruise position. As yet there is no indication when the device is likely to reach Australia.

Diamond Back Mean Streak

The USA bicycle manufacturer Diamond Back has released in Australia a new all-terrain bicycle: the Mean Streak. This machine features

sealed wheel hubs and bottom bracket. Other equipment available on this bike are Dia Compe 910 cantilever brakes and SunTour Le Tech derailleurs. Distributor: Europa Cycles.



L'il Bell Shell

The Bell helmet company has designed a new child's helmet which combines both strength and lightness. The L'il Bell Shell is a completely new helmet design and consists of an integral shell/liner combination in which a urethane coating is bonded directly to an expanded polystyrene foam liner. The helmet is available in two shell sizes - small and large. Distributor: Hantrade.



Slope Meter

A new gadget available in the USA mounts onto the top tube of a bicycle

and gives a bicycle rider a measurement of slope. The device is called the CS-30 Slope Indicator and would assist bicycle tourers asses the grades of hills they encounter.

Apollo takes on Gitane

A whole new range of Gitane Bicycles is about to be launched on the Australian market as a result of the recent visit of John Carroll, Managing Director of Apollo Bicycles, to the Head Office of Cycles Gitane at Machecoul in France, following several months of negotiation between the two companies.

A completely new range of Gitane Bicycles which have been specifically designed for the United States and Australian markets will be launched here about August this year, and in line with the Apollo marketing policy, will be available through "World of Wheels" specialist shops.

The range has been specifically designed to appeal to connoisseurs tourists, triathletes and competitive cyclists alike, and whilst still retaining their classic European styling, they are being specifically manufactured for the U.S.A. and Australian markets with B.S.C. threads and complete interchangeability of componentry, if desired.

Full back up service and spares will be available through the "World of Wheels" network of dealers.

New Goanna Rub

J.C. Marconi and Company, the manufacturers of those famous old bush remedies, Goanna Liniment and Salve, have just released Goanna Rub.

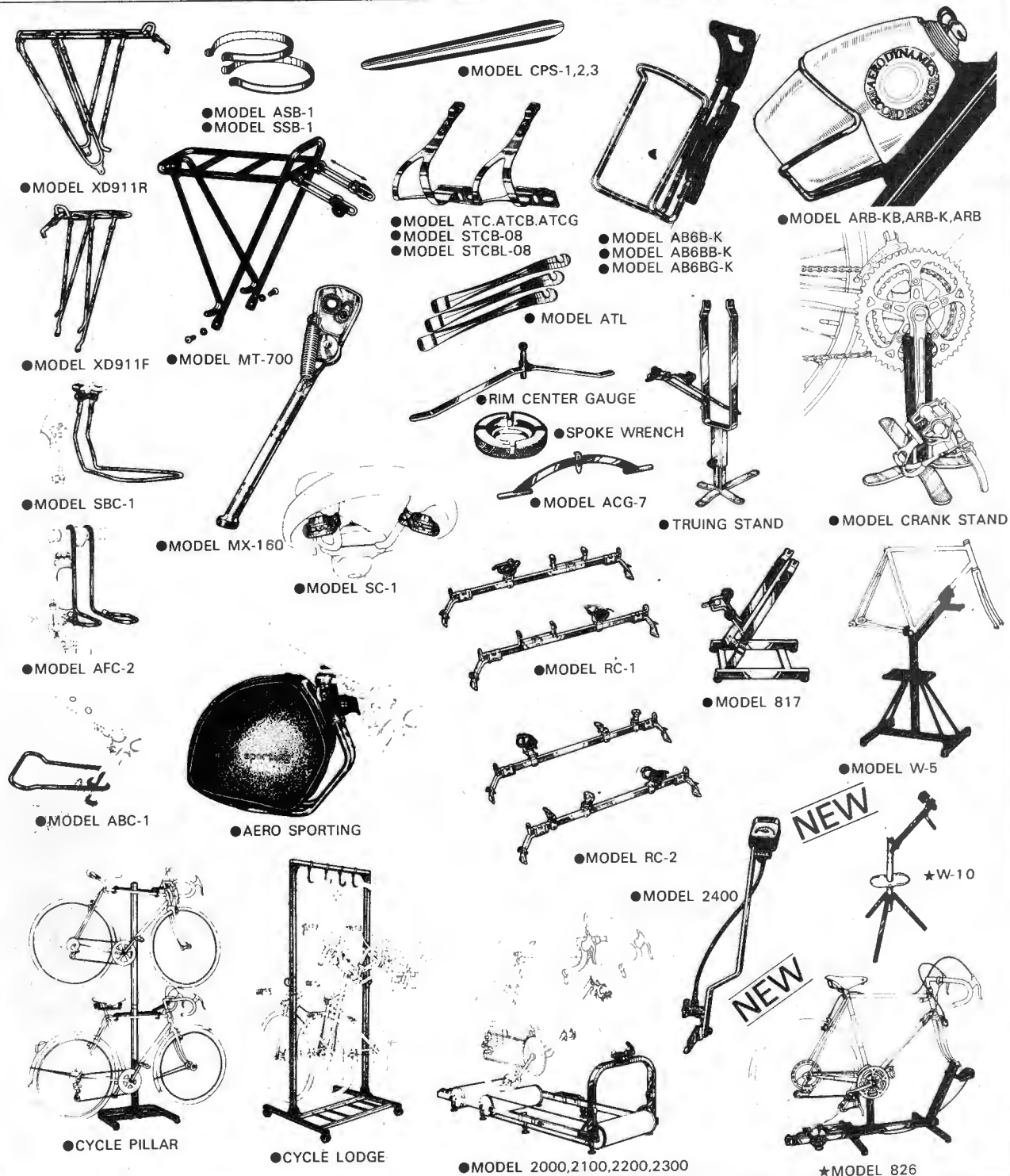
The handy answer to Australia's aches and pains, it fits in sports bags, back pockets, eskeys and glove boxes. Even when it is not providing quick relief, the new Rub works hard at eliminating the odour of well-worn shoes and other smelly sports gear.

The Head Goanna, Mr. Euan Murdoch, said "The new Rub has increased concentrations of the natural penetrating agent, oil of wintergreen, as well as camphor and menthol. This means it will work even faster than Goanna Liniment and Salve.

"All of the other ingredients in the Rub are identical to the 74-year-old Goanna Salve. Unlike the multi-nationals' products that often contain synthetic components, these healing and soothing oils are completely organic."

MINOURA

BICYCLE PARTS



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1197-1 GODO ANPACHI GIFU JAPAN
tel(058427) 3131 fax(058427)7505

Trade enquiries:
Repco Cycle Company
25 Hamilton St.,
Huntingdale VIC 3166

Human Powered Vehicle Feature

Into a New Era

– The Human

Powered Vehicle

Challenge

When that strange craft the Gossamer Albatross landed on a French beach at the end of the epic pedal-powered crossing of the English Channel it brought to completion a long epoch that began when people first began to experiment with flight.

That same technology which propelled pilot Bryan Allen through the air is now being put to a more down to earth purpose: to push human powered land vehicles faster than ever before. This is not a new story but an unfinished one rushing towards an ever faster conclusion.

In this special feature *Freewheeling* publisher/editor Warren Salomon looks at the world of the HPV – where it has been and where it is heading.

The Dupont Company Offers a Challenge

The Dupont company has announced that it will pay a US\$15 000 prize in a competition to build a single rider human powered vehicle which will exceed the speed of 104.6 km/h (65 mph).

The challenge is to design a vehicle that is very lightweight aerodynamically efficient and allows safe and firm directional control. The vehicle's power may only be generated from the arms and/or legs of the rider. The use of springs or any other mechanical device is prohibited. This means that the vehicle must essentially be an aerodynamic super cycle.

A spokesman for the company said that the prize for Human Powered speed has been established to encourage public interest in science and engineering, to reward innovative solutions to the technical challenges presented by the design and safe operation of human powered vehicles.



If no entrant has built a vehicle which exceeds the nominated speed before the end of 1987, the prize money plus accumulated interest will be awarded to the contestant making the fastest attempt during the four year competition period.

Human Powered Speed – A Hampered History

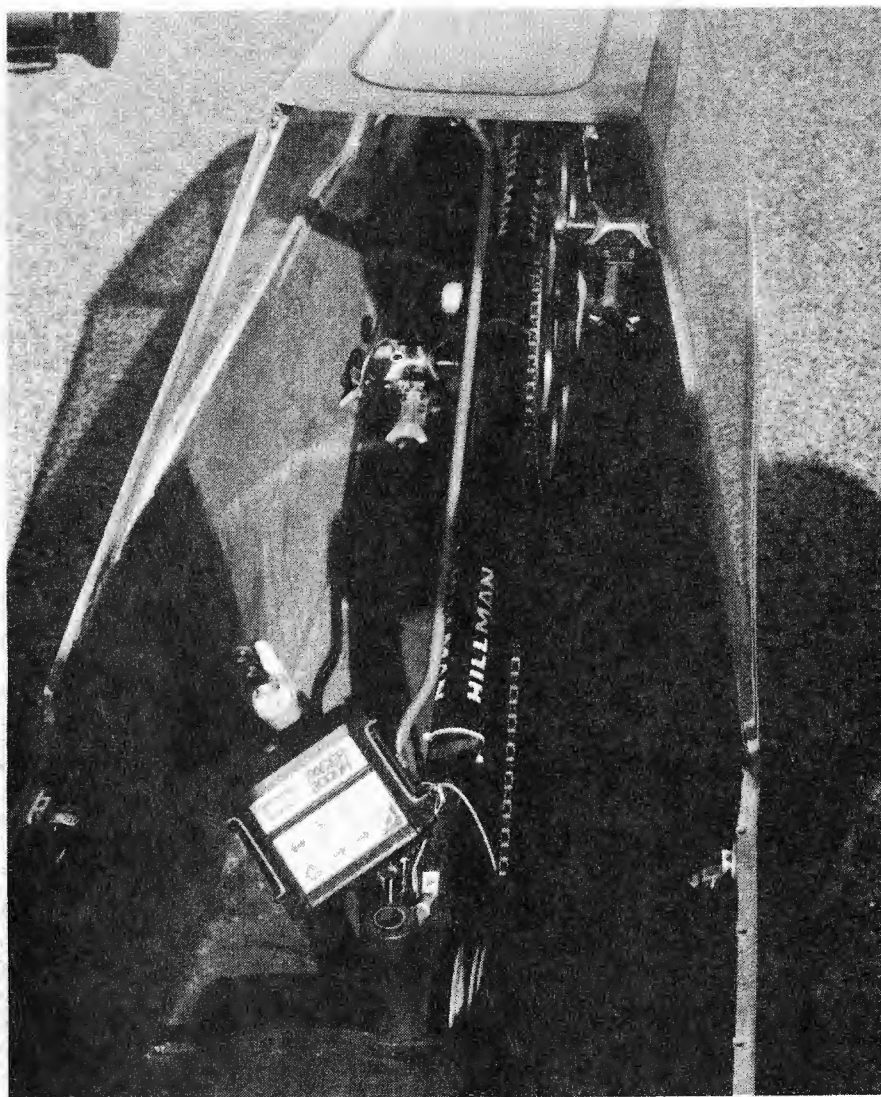
Anyone who has ridden a bicycle over a moderate distance will be well aware of

the effects of wind resistance on speed and the amount of effort required to propel the vehicle. At racing speeds of 40 km/h up to ninety percent of the resistance to a riders effort is air drag.

Early bicycle designers attempted to overcome this problem by building their machines with dropped handlebars which permitted the rider to pedal with their torso nearly parallel to the ground. By the end of the first decade of this century the problem were well understood



In the earlier part of the century much experimentation was done with fully enclosed fairings attached to conventional bicycles. In Germany this vehicle aptly named 'the Fish' stunned onlookers as it sped around the track at speeds close to the worlds fastest.



The Aussie challenger Aero as seen from the riders seat. Note the cyclocomputer on the control stem a the 100 tooth chainring.

and interest turned to the design of aerodynamic fairings.

In 1912 the Frenchman Etienne Brunau Varilla invented a completely enclosed torpedo shaped bicycle called the Velo-Torpille. In 1913 this machine was ridden at the speed of 52 km/h (32.5 mph) for five kilometres. At the time this was 3.2 km/h faster than a standard bicycle at that distance.

Following the First World War the design of aerodynamically efficient machines proceeded apace. There was no doubt in the minds of many that these bicycle types were much faster than conventional track cycles.

Recumbent bicycles appeared about the same time as the Velo-Torpille was making its record shattering runs. The French Peugeot bicycle manufacturer produced one model commercially in 1914 but it failed to sell probably due to the out break of war.

Track recumbents by the 1930's were challenging the racing "status quo". In 1934 a little known racing cyclist defeated the world champion at the same time breaking records that had been established on conventional machines.

A genuine orthodoxy pervaded the bicycle industry and the International Cycling Union (UCI), which controlled world bicycle racing. Instead of setting up a procedure and a special category for machines such as these, the UCI banned unconventional types from organized competition. This decision denied novel ideas the opportunity of being tested and publicised through racing, and thereby deterred experimentation and development.¹

It was this same blinkered conservatism which banned Alex Moulton's small wheeled bicycles from track racing in the 1960's. As a result of this setback no significant development took place in the area of aerodynamically efficient machines and recumbent bicycles until interest was reawakened by the bike booms of the 1970's.

In 1974 a Californian university professor Chester Kyle met with two other enthusiasts Jack Lambie and Dr Paul MacCready (the eventual designer of those famous pedal powered aircraft the Gossamer Albatross and Gossamer Condor) to compare their untried designs. Following that meeting and the subsequent testing of their machines they were able to announce the formation of an International Human Powered Vehicle Association which would sponsor annual speed record attempts.

With this new found recognition a huge leap forward in design has taken place. Records have been broken soon after they were established and public interest is developing on a scale not known since the thirties. For those of us today interested in these exciting

developments it is ironic that we should be grateful to a group of racing bureaucrats from the thirties. There is no doubt that we are able to witness developments in our day and age which probably could have taken place years ago.

A Dazzling Decade – Human Powered Vehicles Since 1974

On November 11 1974 an excited Chester Kyle spoke to the thirty print and broadcast journalists gathered on the Los Angeles Naval Station air strip announcing that a new world record for human powered propulsion had been set at 68.83 km/h (43.02 mph). Following on from that he announced the formation of the international body to sponsor annual championships and recognise record attempts.

The only rules were that the vehicles could have no stored energy of any kind, they had to be strictly human powered. Vehicles were allowed to accelerate for many hundreds of metres before going through a timed two hundred metre section.

At the first HPV championships Kyle's own machine the Teledyne/Streamliner reached the top speed of 71.5 km/h (44.69 mph) but the event was won by a streamlined tandem built by Californian Phil Norton which clocked 71.89 km/h (44.87 mph).

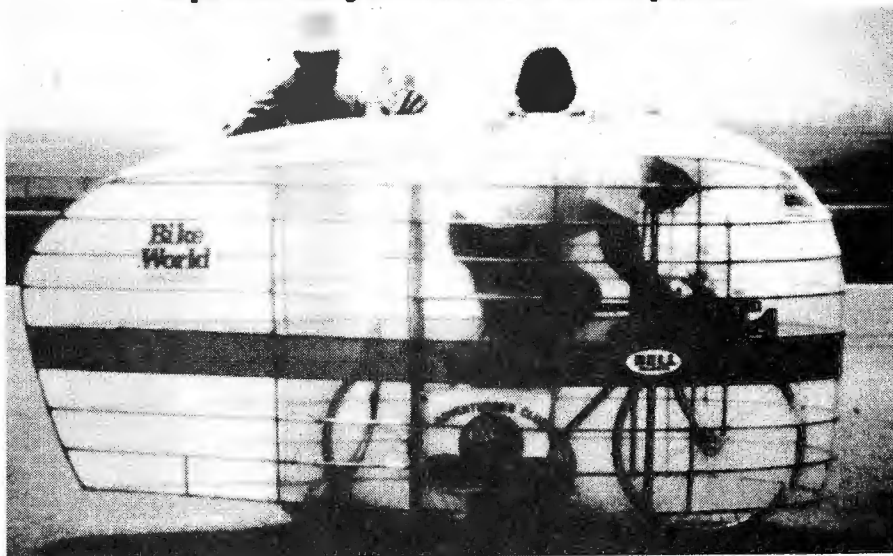
In the last ten years much experimentation has taken place in the technical design of the world's fastest pedal powered vehicles. Much has been learned from the developments in the field of aviation and wind tunnel testing has now become a designer's standard procedure.

In 1978 the fifty miles per hour barrier was broken by a machine called White Lightning which reached a top speed on its run of 87.08 km/h (54.43 mph). The hundred kilometre per hour record was in sight at last.

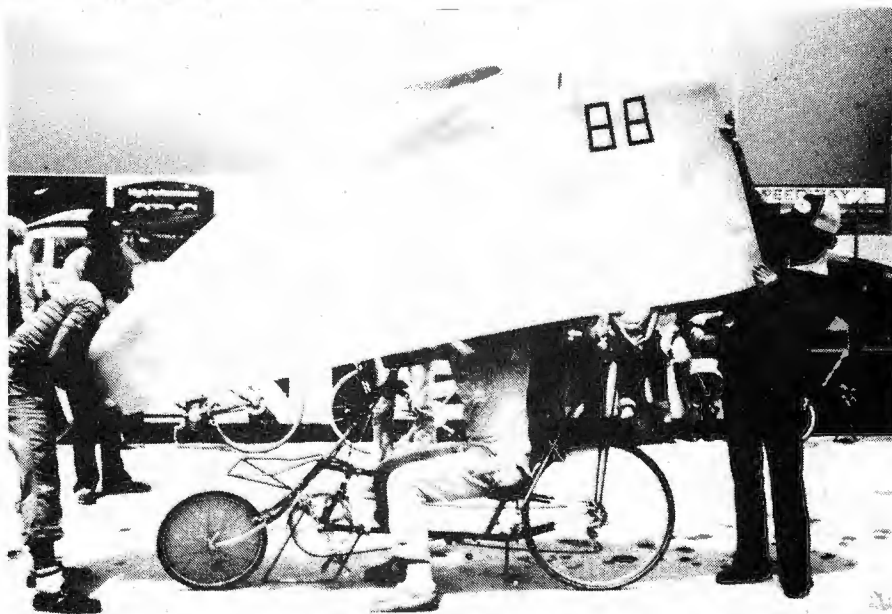
White Lightning is a streamlined tandem in which its riders pedal their high gears from a recumbent position. The machine, a consistent performer at HPV events to this day, went on to be the first pedal powered vehicle to break the Californian highway speed limit of 88 km/h (55 mph). The riders received a commemorative speeding ticket from the Highway Patrol for their achievement.

In 1979 the name Vector entered the HPV arena. At that year's championships a team of engineers from the General Dynamics Corp lead by Al Voight claimed the record with a three person vehicle clocking 91.31 km/h (57.07 mph). Since then the Vector designs have dominated the scene. Both current records for single and tandem machines are held by Vectors.

A picture essay of recent HPV development.



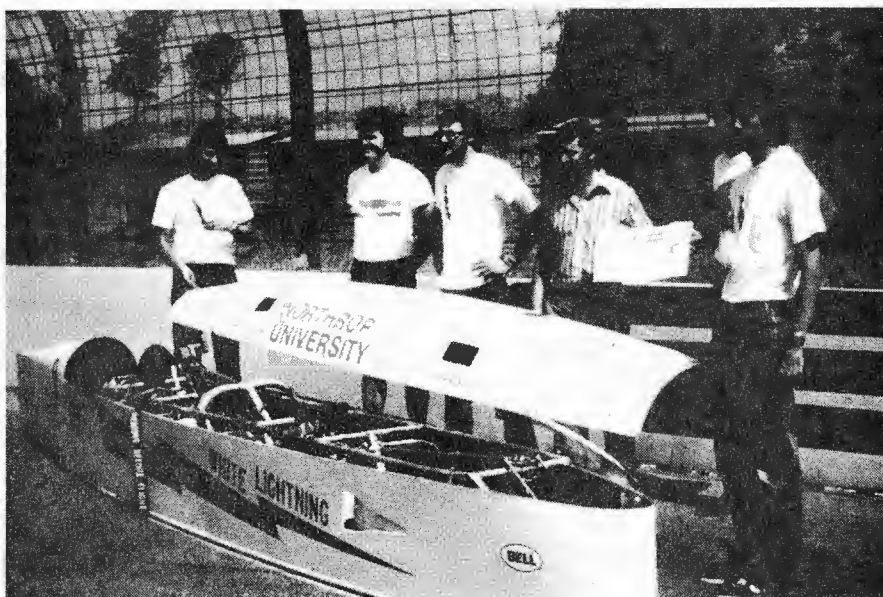
November 1974 Chester Kyle's Teledyne/Streamliner in which Ron Skarin set new world records for 1km, 500m and 200m. In 1979 Skarin broke Eddy Merckx's 1972 1 hour record (49.41 km/h) with 51.29km/h in the Kyle machine. Photo John Stegmann.



1979 Gardner Martin's first Easy Racer fairing tilted as the machine went round corners.



1979 Gardner Martin also tried prone (rider face down) recumbent bicycles and in 1979 was the worlds fastest bicycle with 80 km/h (50 km/h) Photo John Stegmann.



1980 White Lightning from Northrop University is a supine (rider face up) and was the first HPV to break the 50 and 55 mph records. Photo John Stegmann



1980 The worlds fastest HPV is the Vector tandem tricycle which made its 101.26 km/h run at the HPV championships held at the Ontario Speedway California shortly before this excellent track was converted into a housing development. Note the rear riders hand cranks.



1980 The world record holder for a single rider machine is also a Vector. This is one of the few HPV's manufactured commercially - all yours for a cool US\$ 10 000. Photo L Thompson.

The current HPV World record is held by a Vector tandem the 'Gamma' which attained the speed of 101.26 kph (62.92 mph). The record was set in 1980 and has remained to this day unbeaten. The single rider Vector's world record is 91.18 km/h (55.66 mph).

An Australian Challenge

In the still morning air at the General Motors Lang Lang testing ground southeast of Melbourne, Australia's first challenger to the solo HPV world speed record, Aero, is being readied for its first run of the day.

For the pilot, current world track pursuit champion Steele Bishop, the day began hours ago with a warm up run on his favourite road bike before climbing into the cockpit of the streamlined two-wheeler. The calm conditions at dawn are essential for a successful challenge for at speeds close to the current world record the slightest gust of wind can effect the stability of this super bike.

The GM test track is a five kilometre circular track with a steeply banked roadway. The actual surface is surprisingly rough, fine for testing heavy cars, but hard going for a lightweight smooth tyred streamliner.

By eight o'clock the Melbourne media have arrived in droves. The lure of a possible world record this day brings out even the helicopters.

Out on the track Steele Bishop is winding up for his second run of the day - a five kilometre run-up to the 200 metre timing strip. The Aero has all the markings of a true human powered speed machine. Compared to the Vector single it is surprisingly slender. Its designer, Royal Melbourne Institute of Technology aeronautics engineering student Lachlan Thompson, says that his machine's big advantage over the competition is that it has a much smaller frontal area.

Lachlan's design is a two-wheeler whereas the Vectors and many others are tricycles. In this way he is able to produce a much sleeker fibreglass fairing to slice through the air. To provide stability and to maximise the riders' high powered performance a pair of outrigger wheels protrude from the sides of the machine.

Mechanically this first Aussie HPV has much in common with a conventional bicycle except for the 'laid back' seating position of the rider and the exceptionally high gears. The frame and mechanics of the Aero were constructed by Melbourne specialist bicycle dealer Hillman Cycles using many of the same lightweight components found on their top class racing bikes.

The transmission uses 180mm cranks to drive a 100 tooth chainring. This is connected to the rear 13-22

seven speed cluster by a very long loop of chain. Mechanical difficulties in the outrigger wheels prevented Steele from ever using his high gear of 207.7.

By the end of the second run it became obvious that records would not be set that day. In the riders' words, 'You only get one crack at it per day.' A new strategy would need to be devised for the next day's attempt as the five kilometre run up was tiring the rider before the timing gate was even sighted.

A 600 metre record attempt was arranged for the media. In this case the machine had to be pedalled flat out over a measured 600 metres with only a push start. So with the cameras running Steele Bishop powered off down the track towards the timing strips laid on the track 200 metres apart. Disappointment was to be the predominant feeling of the day as the Australian challenger failed by 0.3 km/h to top the current 600 m world record.

The main record, with unlimited run up, was more illusive. At the end of the three days allocated for the challenge the Aero had achieved a top speed of 78.79 km/h leaving a large gap to close before the 91.18 km/h goal is reached.

Lachlan Thompson's major backers' GM, want him to continue with the attempt and so the search for a smoother track has begun. Modifications to the troublesome outrigger wheels will also be made to ensure that the machine is up to the challenge.

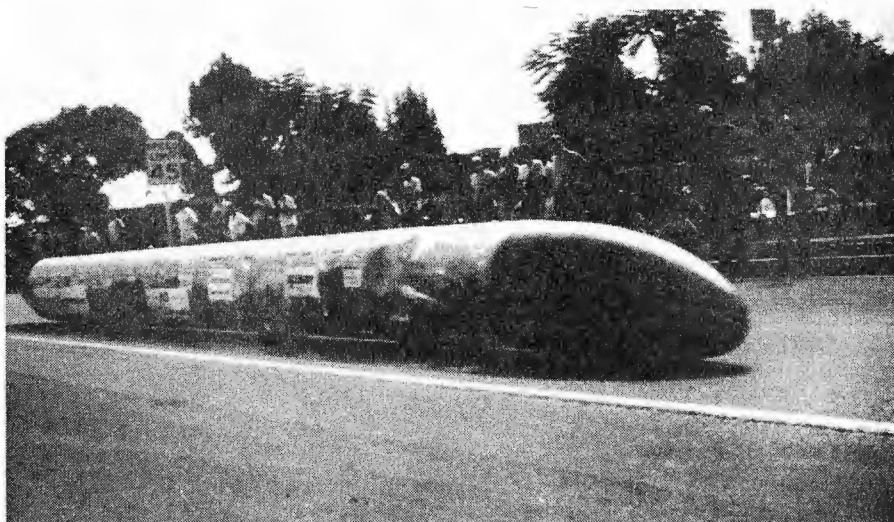
The Aero's pilot Steele Bishop, who announced his retirement from professional racing on the eve of the challenge, has no plans to abandon this first Australian HPV record attempt. He has embarked on a rigorous training programme which will prepare him for a further attempt to be mounted within a few months.

In the meantime Melbourne people will be able to have a closer look at this interesting machine as it goes on display at Hillman Cycles in Brunswick for the months of May and June.

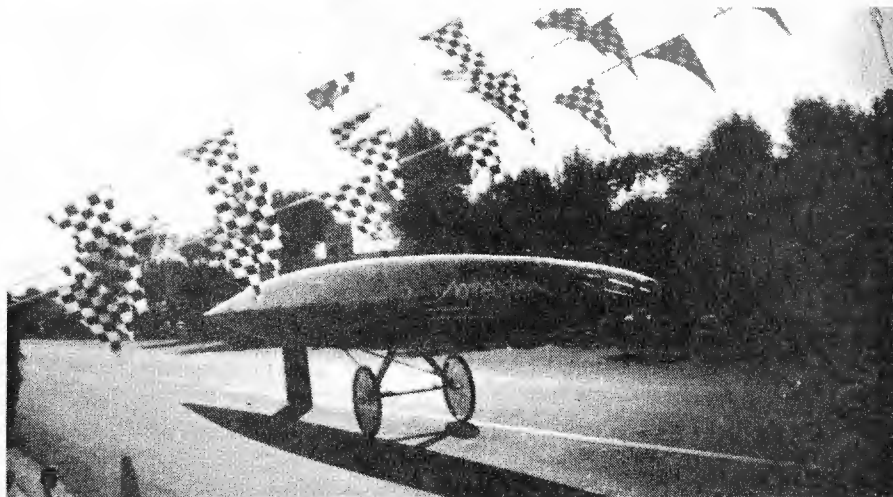
How fast Can They Go?

When Chester Kyle and friends began to develop their designs in the early seventies few thought that in the short space of seven or eight years the 100 km/h barrier would be broken. Anyone who has ridden a small motor bike at speeds of over 90 km/h will know something of the problems faced by the designers and riders of these small and lightweight machines.

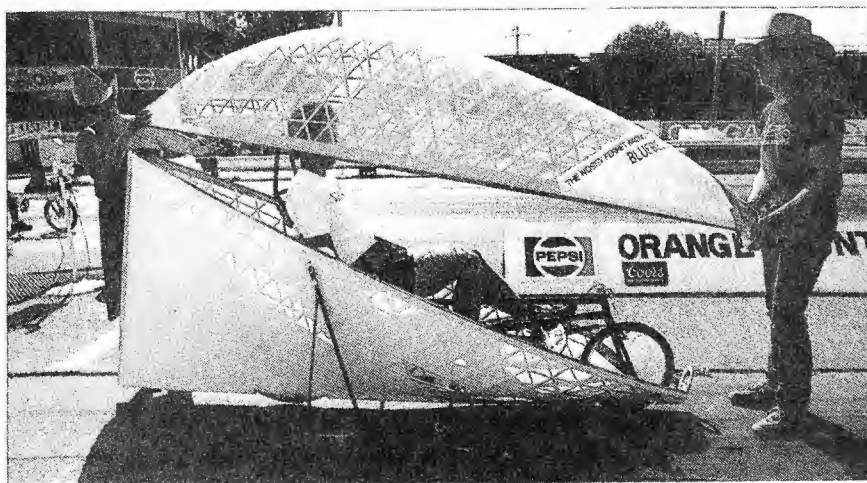
For a start the margin for design and operator error is extremely small. Secondly at these speeds the vehicle is entering the domain of flight. With machine weights of 25kg and less the slightest side gust of wind can cause disastrous effects.



1982 New Wave. The MIT 5 rider HPV with no front canopy. The front rider looked through an optical fibre rod (black dot on nose). This vehicle has three wheels in tandem and retractable outrigger wheels but could only manage 79.28 km/h.



1982 Tensor - North Eastern University's 4 person vehicle carried its body about a metre above the ground to avoid "ground effect drag" a kind of suction created when a vehicle moves very close to the ground. The design was a failure due to flexing of the chassis and drive train problems. It did a breath taking 55 km/h. Photo Eric Edwards.



1982 Britain's challenge came in '82 with the Bluebell. This single rider machine clocked 57.92 km/h at the IHPV Speed Championships.



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Frank Whitt and David Wilson, authors of the foremost book on bicycle design and physics *Bicycling Science*, give five areas where the performance of HPV's can be improved. All of these (1 Rider with a higher power-weight ratio, 2 Longer rider acclimatization and training, 3 Reduction in transmission losses, 4 Use of arms to provide additional power and 5 More efficient use of the arm and leg movements of the human body) concern the problem of putting more power into the drive wheel(s).

Though designs such as Lachlan Thompson's Aero provide a reduction in the frontal area of the vehicle the real design challenge will be to improve the mechanical efficiency inside the cockpit. The failure of the two big multi-rider machines Tensor and New Wave at the 1982 IHPV speed championships was mainly due to transmission difficulties. The combined power of five riders has pushed contemporary bicycle technology to the limit.

Pushing their machines to the limits is the aim of today's HPV designers. Perhaps this is what is so exciting about

the present flurry of development. No matter how good the present designs may be there is always someone edging up to snatch a record and claim a prize.

For the ordinary person this development could redirect thinking in the whole field of transportation. In the quest for more efficient means and forms of vehicle the HPV may well provide some much needed direction.

HPV Facts

Ninety percent of the resistance to a bicycle's movement is from air drag or wind resistance. This increases four times when speed is doubled.

The world record for a conventional bicycle is 68.05 kph (42.29 mph) set by Canadian Gordon Singleton.

The current HPV World record is held by a Vector tandem the 'Gamma' which attained the speed of 101.26 kph (62.92 mph). The record was set in 1980 by riders Dave Grylls and Leigh Barczewski.

The world record for a single rider HPV is 91.18 kph (56.66mph) set in 1980 by Leigh Barczewski driving a single Vector.

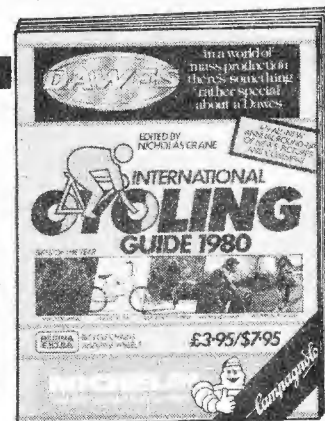
How Does the Aussie Aero Shape Up?

	Aero Single-rider	Vector Single-rider	Vector Tandem
Length	3.65 m	2.95 m	3.84 m
Width	0.533 m	0.635 m	0.635 m
Height	0.863 m	0.813 m	0.838 m
Weight	25.0 kg	23.13 kg	34.02 kg
Frontal area	0.325 m ²	0.424 m ²	0.437 m ²
Rolling friction coefficient	0.005	0.006	0.005
Aerodynamic-drag coefficient	0.11	0.11	0.13

References: 1 *Bicycling Science* by Frank Whitt and David Wilson. Published by MIT Press USA.



The Australian challengers. Left: Designer Lachlan Thompson talks strategy with rider Steele Bishop.



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Bike Week Feature

Oh to be in Melbourne now that Bike Week is here!

Following a lapse of eighteen months Melbourne's Bike Week bounced back this autumn with a well publicized and well attended series of events.

The main focus of the weeks activities was the continuing series of displays in the City Square. This side of Bike Week was officially launched by an enthusiastic Minister of Transport Steve Crabb who seems to have finally warmed to the bicycling side of his portfolio. In spite of wet blustery conditions the Minister spent more than his allotted time inspecting the displays and watching the demonstrations. He should have been pleased with the result for it is the general consensus within the bicycle scene in Melbourne that this years Bike Week went very well.

As the City Square displays and demonstrations proceeded on a daily basis other activities captured the interest of the general public and involved Melbourne's large cycling population. On Tuesday the Great Victorian Bike Ride was launched by the Premier John Cain at a special river side reception.

This ride (see story elsewhere in this issue) will take place between December 1 and 9 and will be one of the largest participatory events in the States 150th Anniversary celebrations.

The following morning, while Steele Bishop wound up for his world speed

record attempt at Lang Lang south east of the city, hundreds of bicycle commuters climbed on board their machines and rode in to the city square for a catered breakfast courtesy of the organizers the State Bicycle Committee. The Commuter day has become a regular Bike Week institution and this years ride even managed to introduce a few frustrated motorised and public transport commuters to the joys of bicycle transport.

During lunch times the city square came alive as thousands of city workers enjoyed Bike Week events such as fashion parades, BMX stunt riding, a

the simplest of gear changes!

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vintage bicycle museum, films and videos, touring displays, bicycle repair and maintenance demos and safety exhibitions.

The most eye catching of them all was the cycling fashion parade organized by a young and energetic clothing manufacturer, Vlug Apparel. The display featured two young athletic models showing off the latest in sports

and recreational clothing including what could be Australia's first locally made bicycle touring shorts. An obvious stunner was the one piece triathlon suit in wet look lycra. From the looks on many passers-by it would seem that many are not accustomed to seeing this kind of clothing on the fashion catwalk.

Though most of the clothing on show did reflect the current obsession

with the extra bright 'highly visible' look, the designers did give some hope for a cycling fashions more in tune with general community trends. Certainly the ultra conservative black cycling shorts are still with us though the one piece racing suit is making them less attractive to all but the old guard. In clothing for the triathlon the trend is definitely toward colour and away from basic black bottoms.



Melbourne goes MAD again!

Melbourne's Michelin Autumn Daytour sees its growth in a shorter loop

The final event in the 1984 Bike Week was the second annual Michelin Autumn Day Tour organized by the Melbourne Bicycle Touring Club one of Victoria's oldest and most experienced clubs.

The 84 MAD ride was held on April Fools day over 100km and 30 km loops based on the outer urban locality of Hurstbridge. This years ride saw the numbers of participants increase to 450 riders with most of the increase on last years numbers occurring on the new 30 km circuit.

This route attracted a number of younger children, family groups and teenagers reinforcing the fact that such an outlet is needed in Melbourne for the vast numbers of people who are only just starting in bicycle touring. The Melbourne Bicycle Touring Club deserves large amounts of praise for its efficient staging of this event. Certainly the ride with its 100 km loop up on to the Great Dividing Range at Kinglake for club riders and other enthusiasts forms a worthwhile part of the Melbourne club cycling calendar but the fact that this public spirited group is actively catering for newcomers is a healthy sign that bicycle touring is

at last reaching a mature stage in this country.

As the touring club scene is so strong in Melbourne it is hoped that other organizations will follow the lead of the MBTC and develop one of their events as an annual ride for all comers.

Freewheeling Publisher/Editor Warren Salomon was invited along on the ride and has written this report:

I must confess i'm becoming a bit of a bicycle tour junkie. Though I have not yet managed to try out all of the many regular rides that Melbourne's multitude of clubs have to offer I am glad to have had the opportunity to participate in one of the most accessible.

This years Mad ride was a double joy for me for not only was I able to ride for a second time in this great event but this time I enjoyed it from the back seat of Paul and Carolyn Farren's Jack Taylor tandem.

One of the things you have to get used to when travelling on the back of a tandem is the type of remark that is usually directed at you when passing other single bike cyclists. The most common being, 'I bet you get it easy on the back of that!'. The remark could not be further from the truth. On a tandem both riders pedals are joined together by the primary chain. When you most feel like having a break from pedalling the intrepid and energetic captain quite often wants to push on and so you must pedal on too.

Paul says that as both riders effort has to go into the driving chain the amount of energy put in by both riders is evened out or balanced so that neither puts in more effort than they want. My problem was that I was concerned that if I didn't put in at least as much effort as my captain I would be letting down the 'team'.

The result is that we easily rode the course and that I could justifiably answer the remarks of the single bike riders with a clear conscience.

The 100 km course is through some lovely forested areas in the foot hills of the Great Dividing Range. As with last years ride the temperature dropped as the top of the range was crested near

Kinglake. Of course hills are an important part of any ride and the MAD ride has its share.

After the start the route cuts diagonally across two low ridges to begin the climb over Christmas Hills. The smooth surfaced descent into the valley of the upper Yarra is one of the most breathtaking on the ride.

Outside of Yarra Glen the route turns up the valley and heads for the Mount Slide Hill. Here the route becomes dirt and slowly climbs upwards through forests of tall gums and tree ferns. The only traffic on this section of the ride was the half a dozen billy carts driven by boy scouts using the top part of the road as a track for their billy cart derby.

Once on top of the range we joined the masses of riders at the lunch spot – a park overlooking the coastal plain with the towers of central Melbourne off in the distance. The MAD ride attracted bicycle enthusiasts from every corner of Melbourne. Unfinished conversations started from moving bikes were continued at lunch where MBTC members handed out oranges and drinks.

After lunch an exhilarating downhill awaited the riders as they descended to the plains at Wittlesea. The air temperature increased noticeably as we

tore along the straight roads adjacent to the Yan Yean Reservoir. From there, after a few more ups and downs over low ridges in the vicinity of Arthur's Creek, we reached Hurstbridge once more.

All riders who completed the course were admitted into the Order of the Tired Tyre and presented with a commemorative certificate and cloth patch to reward their efforts. My favorite cap to the 84 ride was a well deserved 'Bike Burger' cooked by a trained MBTC chef on a portable bar-b-que close to the final check-in desk.

In all the MBTC put on an impressive day. Their arrangements with the Railways ensured that riders could take the option of getting to the start by public transport or by the family car. They provided a good level of support with signs, vehicles and rider registration.

Next year they could look towards an explosion of riders registering for the 30 km section all requiring slightly more support than their more seasoned 100 km counterparts. If this happens Melbourne will then have an annual ride which will allow hundreds of people the opportunity to try the fabulous sport of bicycle touring in safety, comfort and the company of like minded souls.

Victoria to host a 'great' bicycle event

Announcing The Great Victorian Bike Ride, a highlight of the 150th Anniversary activities in Victoria.

The Great Victorian Bike Ride will be one of the largest bicycle events to take place in Australia in this modern era of bicycling.

It will take thousands of people from all walks of life from one side of this great State to the other in a way the early settlers would have found most fitting . . . by leg power. It will be the biggest bike ride staged in this country by far and one of the largest of its type in the world. In fact the total distance covered by the 'cyclists will be over a million kilometres, further than the distance to the moon and back.

The ride is different to any other staged in that it offers a high level of support which makes it possible for any reasonably fit person to participate.

For the low cost of \$75.00 (\$50.00 for under 15's) riders will receive, apart from a comprehensive riders kit, a level of support not seen on any ride held in Victoria since the first white settlers landed 150 years ago. Firstly there's a special free train to get you and your bike from Melbourne to the starting point at Wadonga (riders coming from Sydney can also travel on a special train to Albury).

Then there's the on-ride support which consists of vehicles to carry your camping equipment, catering facilities in every town (breakfasts are also free), full bicycle repair service, free camping sites and halls including showers in most towns, entertainment along the way and a complete emergency back-up service.

The riders kit will consist of a special GVBR Souvenir Guide Booklet, Tee shirt, commemorative cloth patch and ride ID.

Special arrangements are being made for organized school groups to participate and group costs can be fully negotiated with the organizers.

The MAD ride brought together bicycle club riders and enthusiastic individuals from all over Melbourne. The ride took place this year in cool sunny conditions and attracted over 400 riders.



Experienced club riders (as a group or as individuals) can join the volunteer ride support crew or help out on a daily basis. Special rates are available for these public spirited enthusiasts.

Nowdays every second household has at least one bike, making a grand total in Victoria of over half a million. There is no doubt that the bicycle is once again as important to the people of Victoria as it was in our formative years, but this time as a result of our search for health and fun more than a cheap means of transport. Community bike rides have proliferated all over the



The Premier of Victoria John Cain samples the lofty view from this penny farthing at the launching of the Great Victorian Bike Ride.

Freewheeling 21

THE GREAT VICTORIAN BIKE RIDE

Official Entry Form

Ride starts Albury/Wadonga Saturday December 1st.

Ride finishes in Melbourne on December 9th 1984.

A special one day option will be available between Sunbury and Melbourne on the last day. Entry forms for this section will be available in the next issue of *Freewheeling*.

Please use block letters

Name _____

Address _____

Postcode _____

Telephone — Home: _____ Telephone — Work: _____

Tick appropriate box where applicable

Male ☐ Female ☐ Tee shirt size Small ☐ Medium ☐ Large ☐

Preferred accommodation

Own tent ☐ Communal accommodation (halls) ☐

Transport to Albury/Wadonga

Do you want to use the free train ex Melbourne ☐ Own Transport ☐

Novelty Entrants ☐

We are looking for stories to use in the media. Are you a news worthy entrant?

Age

Over 55 ☐ 40 to 54 ☐ 25 to 39 ☐ 15 to 24 ☐ Under 15 ☐

If you are under 15 years of age you must be accompanied by an adult who will be responsible for you. Please state name and address of adult:

I understand that participation in **The Great Victorian Bike Ride** involves riding on public roads used by other traffic and I am aware of the hazards involved in that and in riding bicycles generally. In my judgement I have/my child has sufficient competence and experience to participate safely in the ride. I hereby release exempt and indemnify the organizers, sponsors and all other persons involved in the organization of **The Great Victorian Bike Ride** from all actions, proceedings, demands, costs, expenses and claims whatsoever made or taken by any person arising out of my/my child's participation in **The Great Victorian Bike Ride**.

Signature of participant or parent/guardian

if the entrant is under 18 years _____

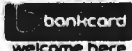
- ☐ Ride fee ex Melbourne \$75.00 (15 years and over)
- ☐ Ride fee ex Melbourne \$50.00 (under 15 years)
- ☐ Ride fee ex Sydney \$90.00 (15 years and over)
- ☐ Ride fee ex Sydney \$65.00 (under 15 years)

I enclose my cheque/money order for the above fee or please debit my Bankcard account as follows:

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VICTORIA 150
CELEBRATING THE BIRTH OF A NATION

The Great Victorian Bike Ride address is:
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THE GREAT VICTORIAN BIKE RIDE



Bike riders on the road from Albury/Wadonga to Beechworth. This road will come alive with bikes in December this year when the Great Victorian Bike Ride begins its spectacular journey south to Melbourne.

State in the past few years and involve tens of thousands of people in total. The **Great Victorian Bike Ride** has been organised to answer a need by these people for something more than just a Sunday afternoons entertainment. It is a week-long "Fun and Fitness Camp" on wheels.

Now 'cyclists from school age to retirement age from Victoria, other States and overseas have a chance to explore Victoria, and enjoy each others company.

The **Great Victorian Bike Ride** marks two milestones. They are the sesquicentennial of the first white settlement in Victoria and the centenary of the epic adventures of Burston and Stokes who also 'cycled across the State, but on Penny Farthings. The logo of the **Great Victorian Bike Ride**, a gentleman on a Penny Farthing, reminds us of those times when a 'cyclist worried more about the deep sand than the dense traffic. Even the Penny Farthing today is under-going a revival and one of its best known exponents, Ian Armstrong is the rides official mascot.

The **Great Victorian Bike Ride** will be an event for all Victorians but "Host" towns and cities en route will have a special part to play. The ride has been enthusiastically received at these locations. The locals providing support and getting a chance to show their attractions while the 'cyclists provide business and publicity for the area.

Special attention is being paid to school and other groups who would like to use the ride as an end of year exertion. To date enquiries have come from as far afield as the United States and Britain.

Date: December 1st to December 9th 1984.

Start: Wodonga.

Finish: Melbourne.

Route: Wodonga, Beechworth, Benalla, Shepparton, Bendigo, Maryborough, Ballarat, Sunbury, Melbourne.

Number: A total of 6,000 people are expected to take part either crossing the state or cycling the last portion.

Camping: The 'cyclists will be accommodated at camp and caravan sites. Their equipment including 800 tents and 30 tonnes of equipment will be moved daily by a fleet of vehicles.

Cost: Over quarter of a million dollars. One hundred thousand dollars coming from sponsors and "seeding" grants from the 150th Committee and the Ministry of Youth Sport and Recreation.

Distance: 590 km that is an average of 65 km per day or four hours easy 'cycling.

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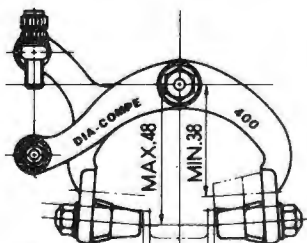
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Bicycle Adventure

The last road north

An extraordinary story of a woman's determined effort to reach the northern most tip of Australia

Pamela Newport left Adelaide on the 26th December 1982 and toured the hot and drought stricken southern states, Tasmania and Eastern Australia. She arrived in Cairns in early August after being delayed in southern Queensland by heavy rains. Somewhere along her travels the thought surfaced that since she was going to Cairns, her trip wouldn't really be complete unless she attempted to cycle to Cape York. The idea would regularly surface, but her mind wasn't finally made up until she arrived in Cairns and met Roger Munckton who was there for the express purpose of riding up to Cape York on his new Malvern Star *Bushranger*. He was amazed at the coincidence, as he had been unsuccessfully searching for a riding companion for the trip for over a year. So, the trip was on and they began their preparations.

I was riding an English touring bike, a *Dawes Galaxy* equipped with a SunTour 14:38 cluster (you wouldn't believe that problems I had convincing cycle shop owners that such a thing existed), a SunTour AG rear changer, and a 40-52 chainwheel, which gives a low gear of almost 1:1. Also Campagnolo hubs were an excellent feature when I bought the bike. I had already ridden the bike for 18,000 kilometres without any problems — not even a broken spoke — but even so, I was worried that the punishing trip up to the Cape may do some costly damage. I decided that most of the parts were halfway to needing replacement anyway and considering the reliable nature of the bike, I was fairly optimistic.

One safeguard which I thought was well worth the effort was to cut the wire rims from old tyres and to insert these between my good tyres and the

tubes, thus forming a sleeve which was very effective at stopping punctures.

I carry four water bottles on the frame and two empty 4 litre wine bags (from the cardboard casks) for extra water, which fit into my front panniers. I left most of my gear in Cairns and fitted my rear panniers with food. We went on a shopping spree in Cairns and bought about ten days worth of food: oats, muesli, dried fruit and vegetables, rice, noodles, flour, packet soups, processed cheese, biscuits etc. We were able to buy fresh vegetables and bread at all of the townships marked on the map.

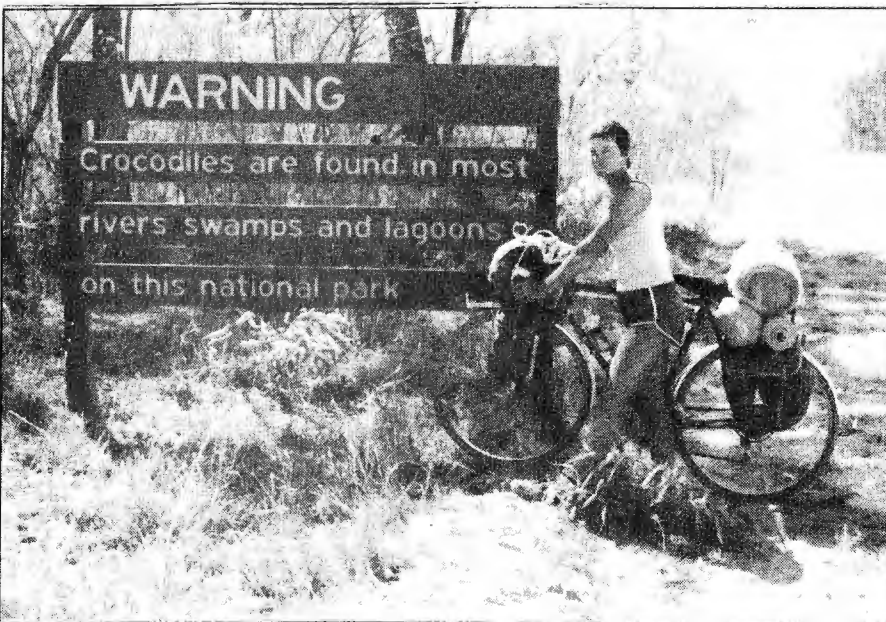
Needless to say, Roger's brand new mountain bike needed very little preparation, being built for just such a trip and equipped with 15 gears and a low ratio of less than 1:1. The bike was certainly going to be broken in the hard way.

The 'road' to Cooktown

From Cairns we headed up the coast to Cape Tribulation National Park for a few days in the constant rain then backtracked to Daintree. This was where the fun was really to start as we followed the C.R.E.B. Track (Cairns Regional Electricity Board) to Bloomfield. Also known to the locals as the CRAB track 'because you have to walk up it sideways'. Having heard horrific stories of the steepness of the track, which follows the power lines as they spear straight up the side of the hills and plummet down the other sides, we were a bit concerned by the effects of the recent wet weather. However, the local storekeeper assured us that since the day before had been dry, the track would be negotiable.

Our first day did go rather well. We crossed the Daintree River, each making three crossings, wading through the thigh deep water with bikes and gear. Then the track started for real; fairly dry, close packed gravel heading

Pamela Newport watches for marauding reptiles at the entrance to the Lakefield National Park. With her is the bike and equipment used on the journey.





Even with a low gear of 22" and his fat tyres Rodger found this steep pinch up from the Daintree River crossing too hard to pedal.

straight upwards — so steep that my feet were slipping out from under me as I pushed the bike upwards.

Roger, with a lower gear ratio of 22 inches, managed to ride a bit further than me but even he soon found the going too steep and was walking too. After a long five hours of mostly pushing upwards, we had covered twelve miles for the day and were quite happy with our progress as we set up our camp for the night.

During the night, it rained. We woke to the sight of the clouds swirling like mist through the trees. The soil was a thick red clay and the moisture lay on the surface in an oil-like film. This made the track very

hard to stand on, even on the rare flat stretches. I discovered the disadvantages of mudguards in such conditions, as they clogged up with the thick sticky mud and I had to bend a thick piece of wire to scrape out the mud from the guards and brakes; a task which I had to perform every few hundred metres. Going uphill was a nightmare as my feet would slip out from under me often. I would land with a crash and the bike and I would slide 20 metres back down the hill.

We were both soon flthy and exhausted, covered from head to toe in thick red mud. Some of the hills were so steep that we had to push one bike

up between us then go back down and struggle up with the other bike. We were soon to have an unexpected, though not altogether welcome breather, as Rogers' derailleur snapped close to the frame drop out and wrapped itself rather professionally around his chain, rendering both chain and derailleur useless. By removing the derailleur and the damaged part of the chain we managed to continue, with Rogers' bike reduced from 15 gears to one.

Still we pushed onwards through the continuing misty rain. The road turned to porridge, churned up by the struggling 4-wheel drivers, feeling rather superior, we trudged past a few cars totally bogged on the steep slopes. Another 4 W.D. with chains on his wheels came along and we all helped to push the bogged ones out. They then helped us up to the top of the hill (neither of my wheels were going round by this stage) and there we all stayed. We removed the huge bloated leeches from inside our shoes and set up camp. Roger and I had managed just six and a half kilometres that day, in seven hours of the most exhausting work I have ever done.

The next day one of our friendly 4 W.D.'ers offered to take our bags for us, and we gratefully accepted. Even with this advantage we didn't make much better progress than on the previous day, though we soon caught up with our motorised friends, all stuck again and pushing each other out. Just for a change we had some extremely steep down hills to contend with. We could stand at the crest of one hill and see the track dropping into the valley below, then see it as a thin red line climbing straight up to the crest of the next hill. I could hardly stand on the slimy clay, and with 1¼" tyres I wasn't game to attempt to ride down. I slid my way down whilst Roger, with some combination of luck, skill and fat tyres managed somehow to stay upright whilst going sideways down some amazing slopes. I am not sure if it was luck or good riding but he and the bike made a good team.

Just before sundown, as we were beginning to wonder whether we would manage to catch up with our gear, we found our bags stacked by the side of the road and, exhausted again, we set up camp by a nearby creek. The next day saw our arrival at the Bloomfield Mission, the end of the C.R.E.B. track, 36 miles and four days from Daintree. From such a beginning, our daily average could surely only improve. That was, in fact, the end of the wet weather and from then on, we only had to contend with the heat.

Rest and Repairs

We reached Cooktown two days later and we hitched back to Cairns for a new derailleur for Rogers' bike, and other bits and pieces. On returning to Cooktown we completely cleaned and re-greased all moving parts on the bikes — hubs, derailleurs, bottom brackets and clusters. All were badly clogged with mud. We discovered that Rogers' rear axle was badly bent and had to be hammered back into shape, and the sealed bearings on both his front and rear hubs had dirt in them and were making horrible grinding noises but we couldn't do anything about that and so, back on the bike they went.

We left Cooktown on 28th August, a hot sunny day. We rode along the Battlecamp Road, a back road to Laura suitable only for 4 W.D. The road had some stretches so bad that we both had to walk, although the mountain bike, with its wide tyres, could certainly handle far rougher conditions than my bike could. Corrugations were very frustrating and sometimes there was just no escape from them and with the flies, the heat and the dust I was beginning to wonder at my sanity at even attempting the trip.

The Cape road

One of the more pleasant aspects of the trip was the response that we got from the 4 W.D.'ers, many of whom would stop to ask if we needed anything, offer us cold beers and water, and extract our stories from us. We were soon the talk of the track from Cairns to Bamaga, and other people would stop who even knew us by name. It was on this part of the trip that we first saw the tyre tracks of Steve Flack, an American, also on a Bushranger, somewhere ahead of us, who we had already heard so much about. At times, fed up with the impossible road, we would try to go bush only to see that Steve had left the road at exactly the same place.

On reaching Laura we had a much needed day off. For me, Laura was a real turning point; once past there, I decided, it was too late to think of turning back. I must admit that I did give the matter much thought! The previous week had been the most punishing one that I could remember, and we had been pushing ourselves too hard in the fierce heat. I didn't know whether I was physically capable of maintaining the pace, and I knew that I was slowing down Roger, as he could travel much faster than I could (a fact I found very hard to swallow). I decided to try for a few more days and we planned to take a



Road conditions: "We would stand at the crest of one hill and see the track dropping into the valley below, then see it as a thin red line climbing up to the top of the next hill" - The CREB road. Inset: North of Cooktown the road in places turns to sand and fine dust.

break for a few hours every day to sit out the mid-day heat in a nice shady spot.

I certainly made the right decision. We took another back road from Laura to Musgrave, through the Lakefield National Park often riding along through two wheel tracks. The road was quite an improvement, the surroundings were beautiful and the bird life was magnificent. We passed by some beautiful waterholes and creeks and we found water to camp by every night. Many of the passing cars would stop to offer us food, or freshly caught fish. One disturbing facet was the many stories that they would tell us about the huge crocodiles inhabiting the waterholes.

Whilst brushing my teeth at the waters edge I could never quite dispel fears of a 4 metre crocodile hungrily watching my every move. It was a relief to get back to the safety of the camp fire. In reality we never saw any sign of crocodiles during the whole trip.

The days rolled into one another and we were soon in the mining town of Weipa, certainly a town with a difference. We took the chance to splurge and went in for a huge meal of roast turkey at the mine dining room. I had to clean and re-grease all of my bearings again, whilst Roger had given up on his sealed bearings and would merrily ride along with his bike crunching and grinding under him. By

now his pedal bearings were also ruined and they would click at every revolution. We re-stocked for the run up to Bamaga, the longest stretch without shops, from then on the 'road' is only a 4 wheel drive track with long stretches of bulldust and terrible rocky patches. We averaged about 30 miles a day and we found some lovely campsites by creeks and waterholes. Exhausted at the end of the day, we would eat then collapse into our sleeping bags, not needing to set up our tents, thus ensuring an early start before the heat of the day built up.

We had some amazing creek crossings to negotiate and we watched 4 W.D.s struggle to climb up the banks. I would hate to have to make the trip during the wet season. At this stage we felt as though we could really get no further from civilisation and it was interesting to see people's expressions when confronted by the unlikely sight of two cyclists. We were spending a great deal of time posing for photographs taken by incredulous drivers.

One late afternoon as I was struggling to catch up with Roger before sunset, I heard a growl in the bushes at my side and to my horror was confronted by a large dog, baring its teeth

and snarling horribly. It was not a dingo and I can only assume it was a wild dog, perhaps lost or abandoned long ago. With false bravado, I shouted at it threateningly and watched in amazement as it slunk away into the bushes, though I could still hear it snarling as I walked past. I didn't feel safe until I reached the camp site and the fire that Roger had started. That was the only bad experience that we had with the wildlife apart from one night, earlier in the trip, when I was woken up by strange noises and peered out to find a horse rummaging around in Rogers' panniers. He managed to devour all of our rice, sugar, and three packets of soup, paper and all. And they reckon that mice are a problem!

The Top at Last

Upon reaching the famous Jardine River we found that the ferryman had been hearing about us for weeks, and after sitting and exchanging stories he very kindly took us across free. It only took us another two days to reach our destination — Cape York. With a sense of achievement and jubilation we stood at the tip of Australia and stared out to the islands dotted around, and the Torres Strait stretching out to the horizon.

We finally met up with Steve, who had been there for a few weeks. He had had a stainless steel seven litre water tank welded in the frame of his *Bushranger* and was very pleased with it. We were keen to exchange stories and tips, Steve had had none of the problems that Roger experienced with

his bike. After staying up at the Cape for a while longer, Steve cycled back down the track and Roger and I flew back to Cairns. Although it was an experience I would not have missed, once was definitely enough! As for the bicycle, mine behaved beautifully and apart from the wear on chains and cluster caused by the fine sand, and the need to clean bearings at regular intervals, I had no mechanical problems or breakages. Cape York certainly isn't restricted to Mountain bikes.

Good Advice

Water was never much of a problem, mainly because of the number of tourist vehicles passing us every day and whilst we didn't rely on them totally, we were glad to use water offered by them to top up our supplies. I never needed to carry the 10 litre capacity that I had allowed for.

As for other women my only advice is — 'Go for it'. If you can perform basic maintenance on your bike there is nothing stopping you from completing such a trip. The only thing that you need is sufficient drive and a determination to succeed. My main problem in being a woman and cycling alone (as I usually do) is remaining polite under the onslaught, from well meaning observers, of such remarks as: "What do you do if you get a puncture?", "How many times have you been mugged?" "Do you manage to find a hotel every night?" If you feel that you can put up with this then take to the track and enjoy yourself. The world is yours.

In Bamaga Pamela and Rodger met up with the American cyclist Steve who they had been hearing about along the track to the cape. Note his seven litre water tank.



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North Queensland Access and Resources

Freewheeling in the Deep North

Lush rainforest, sunny palm-fringed beaches, magnificent waterfalls and exotic craters — North Queensland has them all. The Great Barrier Reef is only a hop, skip and a snorkle away. This resource list for an enjoyable North Queensland holiday was provided by Trevor Strickland.

When to point your bicycle northwards:

The monsoon keeps things waterlogged from New Year till the end of March. This is when the humidity gauge is overgrown with mildew and people-eating leeches prowl the rainforests. The prime time to visit North Queensland is when the southern parts of Australia are at their gloomiest: from May to September.

Winter days in the North are warm and balmy, the sky is azure blue, the rainforests and sea are emerald green. Yet even in December cycle touring is feasible in certain areas. The Atherton Tableland rises 1000 metres above the steamy coastal plain and is pleasantly mild all year round.

How to get to the Deep North:

Few people realize how far north North Queensland really is. Cairns is further from Brisbane than Brisbane is from Melbourne. Only the transcontinentals and those with a loose cerebral bearing would consider riding all the way North.

For the budget-conscious, probably the best public transport available is trains. Queensland railways offer even second class sleepers and, if you personally put your bike in the baggage van, it arrives in one piece. Buses may work out cheaper, but you need to gift-wrap your treadley to guard against rough handling. Always supervise loading to avoid trouble.

Air transport is fast, reliable but more expensive. Bikes are usually carried at a nominal fee but you should take care to package your machine to avoid damage.



One of the delights awaiting the cyclist on the Atherton Tablelands: Milla Milla falls.

A hassle-free alternative is to leave your bike at home and join an organised bicycle tour which offers bicycle hire.

Accommodation:

Camping out gives you the most flexibility. Ask a local for the best camp site. There are associate-YHA Hotels at Cairns, Kuranda, Cape Tribulation, and Mission Beach. For those with a few more dollars in their pockets, it is hard to go past the charm and hospitality of old country pubs. Tourist centres have listings of these and it is usually advisable to phone ahead to book.

Camping permits:

Camping in State Forests and National Parks requires prior permission. Contact the Forestry Department at 83 Main Street, Atherton 4883. Phone: (070) 91 1844. The National Parks and Wildlife Service can be found at 408 Sheridan Street, Cairns 4870. Phone: (070) 53 4533.

Maps:

The auto club's (RACQ) Townsville-Cairns map gives a good overview. However the best are NATMAP's 1:100,000 series. The ones to consult are 7965 Mossman, 7964 Rumula, 8064 Cairns, 8063 Bartle Frere, and 8062 Tully. These can be obtained from Lands Department map centres in most capital cities.

Cycle routes:

The Deep North has a maze of minor roads for cyclists to explore; however beware: some are rough bush tracks. Leave your skinny rims and singles at home. You won't be using your 100+ inch gear much either.

Perhaps the best way to plan your tour is to buy a map or two, slip a compass into one of your panniers

Headlights for bikes!

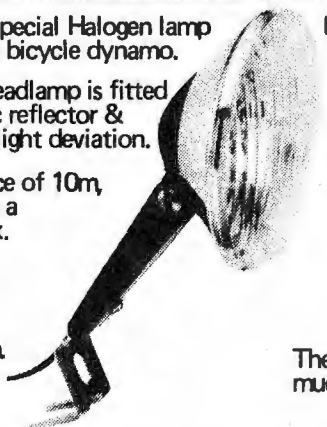
IKU have developed a special Halogen lamp for the low voltage of a bicycle dynamo.

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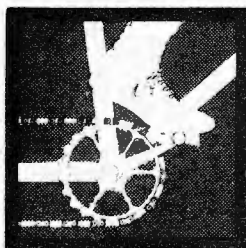
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and go. The following are possible itineraries.

1. Cairns to Cape Tribulation via the bush and return via the coast. 1 week +. Road varies from rough gravel to smooth bitumen. Distance: about 300 km. Cairns to Kuranda by train, Black Mountain Road to Julatten (some rough gravel, mostly through rainforest, fairly isolated), Rex Range Road to Mossman (bitumen, excellent views), detour to Mossman Gorge National Park, bitumen to Daintree River turn-off (crossed by barge), dirt to Cape Trib. Backtrack to Mossman, Cook Highway to Cairns (leave early to avoid traffic).

2. Atherton Tableland. 1 week +. Mostly second class bitumen. Distance: about 300 km. Cairns-Kuranda-Tolga by train, Kairi, Tinaroo Falls Dam, Danbulla forestry road (dirt but well-maintained), Lake Euramoo, Yungaburra, Mount Hypipamee National Park, Ravenshoe, Millaa Millaa, Malanda, Lake Eacham, Little Mulgrave, Gordonvale, Cairns.

2a. Atherton Tableland and Mission Beach. From Yungaburra cycle to Malanda, Mt Hypipamee National Park, Ravenshoe, Millaa Millaa, Palmerston Highway to Innisfail, South Johnstone, Mena Creek, Silkwood, El Arish, Mission Beach, detour to Dunk Island, Tully, railmotor back to Cairns.

3. Fat Tyre Fanatic's Heaven. Explore the many disused forestry and mining tracks by Mountain/Bush Bike. Some haven't seen much traffic since the last bullock dray struggled through. Even a ride to Cape York is possible for the adventurous.

Organised tours: Tropical Bicycle Odysseys is the only bike tour operator in Queensland, running Rainforest Daytrips and 7 day Atherton Tableland Tours from May till December. They can be contacted at 26 Abbott Street, Cairns 4870. Phone: (070) 51 4055.

Tropic Tablelands. Warren Salomon's bicycle touring guide to the Atherton Tablelands featured in the first issue of *Freewheeling* is currently being updated and reprinted. Copies will be available in July and will be advertised in the next issue of *Freewheeling*.

In the meantime photocopies of the original article (issue 1 is out of print) are available at the cost of \$1.20 plus 0.80 postage from the *Freewheeling* Mail Order Service.

South Australian Report

by Michael Doube



For Lovers of Old Bikes

There is a cycling club in South Australia that is possibly unique in Australia. It is the Penny-Farthing Cycling Club of S.A. Inc. As its name suggests the members are involved in all aspects of the penny-farthing or 'ordinary' cycle, but its charter extends to include all veteran and special interest cycles.

The club started in December, 1980, mainly due to the energy and organizing ability of Barry Stevens and Daryll Forrest. The latter was president for the first three years. It has grown rapidly since then and now has over 50 members, a number of whom have either genuine penny-farthings or who have constructed replicas that are works of art. The object of the club is to stimulate interest in all types of old cycles and cycling history. 'The rest', says secretary John Wigzell, 'is pure fun!'

For some 'pure fun' means racing, for others it means long rides perhaps, riding in parades at various celebrations or just days spent in the park. Certainly the group always appears very happy.

One of the main events in the club year is the Penny-Farthing Meet at Strathalbyn, a pretty town 60km south-east of Adelaide. The Challenge Cup is the prestige race and this year will be contested by 28 local and interstate riders. There will also be a relay race, a slalom, a slow race and various handicap races. It amounts to a colourful and enjoyable day and a real look at our cycling past.

The club is planning a long way ahead. In 1986, the state's 150th birth-

day year, Strathalbyn will host a larger meet with English and American riders joining the Australians. The events programme will range from sprints to 100 mile (160km to we modern riders) tours through the Barossa Valley. The presence of overseas participants is due to links with the Southern Veteran Cycling Club in England and the League of American Wheelmen in the United States, all part of a generally growing interest in old bikes.

The range is incredible, from penny-farthings to commercial delivery trikes and roadsters such as the Bullock and Lewis cycles in S.A.

Off the Rails

Bikes have always been awkward items to transport, particularly in buses and trains. At best they have been tolerated so it was a very pleasant surprise to find that in 1980 under the enlightened former Liberal administration a breakthrough had been made.

Prior to June, 1980, the suburban 'red hens' had a limited capacity to carry bikes. At that time four 800 class unpowered or trailer cars were modified by having half their seats removed, the middle partition removed and bars fitted on the perimeter. The result was allowance for about 40 bikes in this special compartment which was marked clearly on the outside by bike symbols and bands of yellow.

The 'Supertrains' that brought carpets and airconditioning to commuters were delivered without any provision for bicycles and it required a letter from the Minister to remind the S.T.A. of the government's commitment to dual mode transport. The power cars were hastily modified by having some seats removed, rubber in place of carpet as floor covering and railings installed. A bike symbol was stencilled above the doorway. Each 20 class power car can now carry a maximum of 8 bikes.

That was all under the Liberal Government. The present Labor Administration can only be described as lukewarm towards bikes despite the espousal of the Adelaide Bike Plan. Tenders for new rail cars have recently been called for and the S.T.A. will not indicate whether space is to be provided for bikes as it does not feel that its charter obliges it to make such provision. The present minister is certainly not as bike-minded as his predecessor and the main cyclist lobby group, The Cyclist Protection Association, would

seem to have a difficult job ahead to make sure that the new generation of trains will have a place for bicycles. It will help them to help us all if we express support for their moves.

Signs of Life

The Festival of Arts started officially with a festival parade. It was a brilliantly conceived and executed carnival of colour and movement and was voted a great success by all who saw it. So why mention it in this magazine? Simply because cyclists were there.

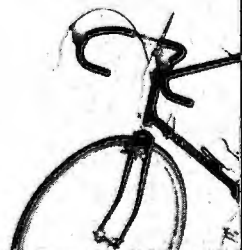
Part of one of the themes was an abstract representation of cyclists and road signs, and it seemed an obvious move to ask the S.A. Touring Cyclists to provide the banner bearers. The Association was eager and on the night added its 80 members worth to the 3000 other paraders. Whether the spectators grasped the significance of the yellow jersey that preceded the plethora of road signs is unknown, but all who partook enjoyed themselves. After all, it's not often that you get to march behind the Coldstream Guards!

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Crankset:

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Wheels:

SunTour sealed bearing quick release hubs, 14 gauge spoking with four cross lacing. Araya alloy anodised 27 x 1 1/4 rims. Handbuilt utilising human labor, (not a maschine and a monkey.). Japanese I.R.C. HP-90 tyres and Panaracer presta valve tubes.

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Brakes:

Dia Compe G-500N quick release side-pull with drilled levers and fitted with Superbe blocks of even **more** improved braking performance. (Cantilevers are optional.)

Bars & Stem:

WIN Sigma anodised stem with alloy Randonneur bars and sponge Grab-On style covering.

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Pedals:

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Accessories:

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See the Steele Bishop HPV on display at Hillman's through May and June.

Book Review

Bicycle Transportation

The book and the man. Alan Parker reviews John Forester's important book.

John Forester's 390 page book is less a text book on bicycle planning and more a personal statement of what needs to be done to make cycling safe, and pleasurable for adult users. It is also a battler's book which should be read as much for the history of the battles won and lost as for its considerable technical content.

To put the message of the book into perspective it is necessary to see what this effective advocate for cyclists rights has achieved. This may not be evident to Australian readers as the book was written for Americans and is a reflection of very different American conditions.

John Forester, Cyclist Advocate and Activist

Provisions made for adult cyclists on American roads are very good in some states particularly California where John Forester was a powerful force for change on the Californian Bicycle Committee between 1973 and 1976. The recommendations of that committee were implemented and have in the last seven years created extremely good conditions for cyclists.

In California 1,500 kilometres of freeway are now open for cyclists and 3,000 km of rural highways carrying truck traffic now have 1.4 to 1.5 metre wide shoulders sealed with tarmac for cyclists to use as bike lanes. Excellent bicycle route maps have also been provided by the agency responsible for main roads.

For several years the Californian 'Office of Bicycle Facilities' in the Highways Division had a staff of 14 engineers ensuring that roads were safe for cyclists as well as other users. Chapter II of the Californian Highway Design manual details how cyclists can be provided for in the design of all new roads and the bicycle facility



John Forester - Industrial engineer, author, advocate, activist, bikeplan consultant, and bicycle lover.

design standards are considered the best in the USA.

The office of bicycle facilities also produced gorgeous bicycle route maps, co-ordinated planning state wide and played the advocate for cyclists with local government about bike routes and secure parking facilities.

Without John Forester this would not have happened.

His new book *Bicycle Transportation* an oblique record of the political battles he has fought intertwined in a subject by subject criticism of what we know of as the 4 E's of bicycle planning (Engineering, education, enforcement and encouragement).

What Australian cyclists refer to as bicycle planning, John calls *Cycling transportation engineering*. In this book it is described in chapters dealing with bicycle accidents, law enforcement, educational programs, bikeway design, effect of bikeways on traffic, recommended methods of bicycle planning, changing government policy, standards and regulations for bicycles and encouraging bicycle use.

Forester's Planning Philosophy

John Forester has his own bicycle philosophy, which is accepted by a elite group of cyclists in the U.S.A. John's philosophy is based on the idea that 'cycling on roads' is safe for all adult cyclists and children over 14 years if they practiced that he calls 'traffic safe cycling'. The only reason the general public thinks cycling is unsafe, is that novice cyclists, who don't know how to ride properly have bumped the accident figures up. John maintains that the accident rate for expert cyclists is very low, and cycling is no more dangerous than motoring, hence there is no safety reason for restricting the use of bicycles.

Very experienced cyclists or those who have been taught using 'John's Effective Cycling Course' are all capable of traffic safe cycling. His view is that the majority of cyclists don't know how to ride a bicycle safely, as vehicles they cause nearly all the accidents and create the bureaucratic response of providing bicyclists with bicycle paths to get them off the road. Meanwhile the road building authorities design roads badly, except in a few places such as California.

He states that "cyclists should act and should be treated as drivers of vehicles, and that well designed conventional roads and traffic systems accommodate both cyclists and motorists. The United States has the best road and traffic system in the world; from the facilities and traffic viewpoints the United States is the world's best nation for cycling, just as it is for motoring". competantly designed bicycle paths that provide more direct routes for cyclists, however he believes the real task is to have competent cyclists who can use the existing road system.

Cyclist inferiority complex

John does not think much about bicycle safety education programs in the U.S.A. either, and says that: *"Sex and cycling are two subjects in which Americans are morally committed to teaching technique, which is guaranteed not to work . . . there is no known way for non-cyclists to teach cycling — the American system of teaching bike safety is like hiring a one legged man to teach dance"*.

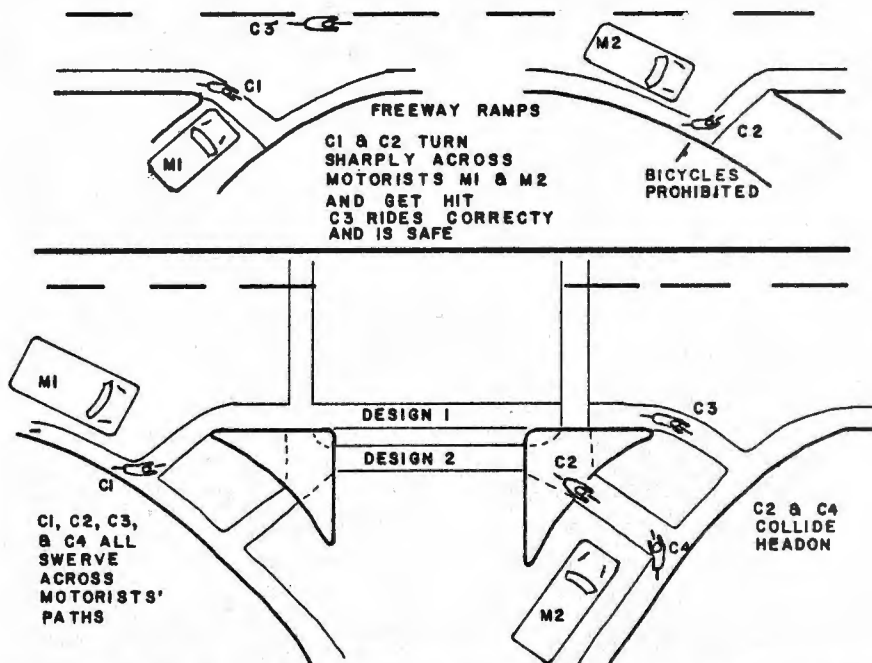
His own safety program employs a 30 hour course comprised of about 10 hours of classroom work and 20 hours of cycling, including several hours in heavy, fast traffic. The course objective is to enable the cyclist to use a bicycle in every terrain, weather or traffic conditions for every purpose. Over 200 trained instructors are now teaching this course in the U.S.A.

John berates the bureaucracy with the idea that they do not know how to plan for bicycles because they do not understand that a bicycle is a vehicle, or that if the bicycle rider was trained properly the rider could happily and safely share the roads with other vehicles without fear. He maintains that most cyclists have brainwashed themselves with an irrational fear of motor vehicles, and he calls this fearful state the "cyclist inferiority complex" which he describes as follows: *"I have come to recognise the quasi-religious nature of what I call the cyclists inferiority complex . . . many Americans think that the roads are too dangerous for cycling. As if to fulfill their opinion, when they do ride bicycles they ride extremely dangerously because they fear the cars. For decades, American bicycling policies and programs have been directed by these attitudes . . . What we do need is to teach the public how to ride safely and efficiently on the roads we have."*

John observes that surveys of novice bicycle users of the type done in a typical bicycle plan is like asking the blind to lead the blind and will give the planner no indication of what really needs to be done. The most important requirement is to teach cyclists how to ride bicycles properly and bicycle planners are advised to talk to experienced club cyclists for guidance, as to what needs to be done.

Influence in Australia

John Forester's influence has been felt here in Australia for a number of years. This present book was published by himself in 1977 in manuscript form. Six copies of his book were obtained by myself within a fortnight of being printed. As the official study researcher for the Geelong Bike Plan I



An excerpted illustration from the books chapter on bikeways' effect on on traffic that propounds the typical bike-lane dangers at major road intersections.

was able to ensure that all the key people involved could read a copy. The important end result was that the Geelong Bikeplan's recommendations reflected cyclists real needs.

When I sent John his copy of the Geelong Bikeplan he wrote back . . . *"it is the best bikeplan that has ever been done anywhere at anytime. I have never seen anything like it before, except in my imagination when describing what should be done . . . I see in the American plans the disadvantage of American non-cycling prejudices . . . the British on the other hand have not quite forgotten cycling and can take a better balanced view. The Geelong Bikeplan embodies that balance and accepts cycling as it is, rather than make it something else which its proponents desire but cyclist do not. Please convey my congratulations to those who produced the plan"*.

Unfortunately non-cyclists diluted the original recommendations of the Geelong Bikeplan and if John Forester cycled around Geelong on some of the sub standard bicycle paths the air would be blue with his own unique form of invective.

John's book purports to be the last word in "bicycle transportation engineering" which it is not, but it is a most important statement of bicycle planning philosophy and a lot more besides. John's book and Mike Hudson's large and expensive book entitled *Bicycle Planning Policy and Practice* should be read together as they complement each other superbly.

These two books are the most important English language books ever written on planning for bicycles and they should both be on every advocates bookshelf. When planning for adult cyclists John's book must be read, when planning for the majority of cyclists, that is child cyclists, Mike Hudson is a precise and clear technical guide with superb illustrations.

Planning for adult cyclists is nearer to planning for other road vehicles, than it is for planning for child cyclists, for the simple reason that the under twelves are what they are, which is children, and cannot be "traffic safe" no matter how much you teach them. This simple fact is not dealt with by John Forester but that does not detract from John's thesis, as long as people remember that bicycle planning is complex compared to planning for other kinds of vehicles, precisely because young children are involved.

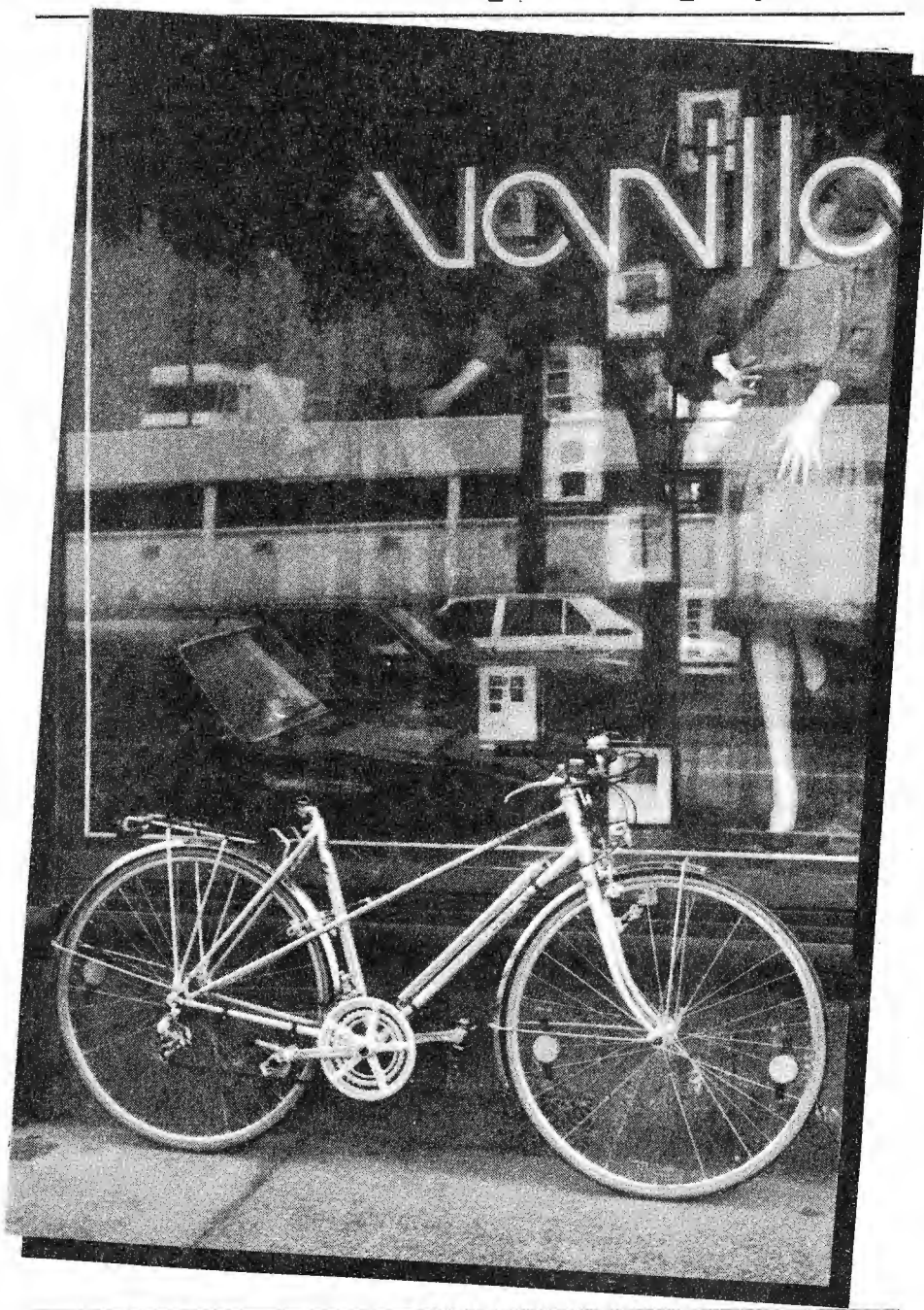
Professionals often belittle the need to competently plan for cyclists and assume it will be easy, when it is not. Imagine trying to design main roads that are safe for seven year old truck drivers, it would be impossible. However the bicycle planner must also be able to make provisions for seven year olds using bicycles and this is what makes bicycle planning complex.

If anyone knows a city engineer or bureaucrat who regards adult cyclists as inferior and unsafe, I recommend that he be presented with a copy of John Forester's book.

Bicycle Road Test

Puch Free Spirit

A stylish newcomer with all the extras from an old established European company.



The Puch Free Spirit is a stylish fully equipped bicycle easily at home in the city or the suburbs.

Reviewed by Carolyn Farren

Steyr Daimler Puch was founded in Australia in 1864 and has been manufacturing bicycles since the beginning of this century. They are now one of the largest European bicycle manufacturers with a range of over 500 different types/models many of which are exported worldwide.

One of this extensive range, the *Free Spirit*, is a well presented bike admirably suited for city use or lightly loaded, gentle day rides. As it is currently set up it is not for the long distance tourist requiring some major modifications to gearing etc. to suit this purpose. It comes fully equipped. So-called 'extras', such as a rear rack, with luggage strap, lighting system, sturdy mudguards, reflectors, trouser guard, bell, pump and basic tool kit are all standard fittings. It is the kind of machine which would appeal immediately to the city/commuter cyclist or person contemplating a return to the transport after a prolonged absence.

The bike on the road is comfortable, smooth running and easy to handle in congested traffic conditions. The Shimano Positron derailleur gives an excellent gear change every time although the mounting position of the levers on the handlebar stem is fiddly to operate. The north road type handlebars are lovely for city riding affording constant access to the brakes at the same time giving the hands protection in the event of a car door being opened suddenly.

The Weinmann centre pull brakes with long reach handlebar levers are powerful and effective but rather a stretch for small hands. The manufacturer does not recommend carrying heavy loads on the alloy/plastic rear rack which is supplied with the bike, hence in the absence of the steel version, I was unable to assess the loaded handling qualities.

The bike is available in mixte and gents frame design in grey only (however the company blurb proudly states that the colours are co-ordinated with Mercedes Benz and BMW duco!) from selected dealers only.

Puch — Free Spirit

Suggested Retail Price \$385.00

Sizes (cm) 53cm Mixte frame. 58cm Gents

Size Tested: Mixte

Frame: High tensile steel tubing. Unisex design. Heavy lugs with some contours. Palin cut on



The Puch is, in the tradition of its European makers, a fully equipped and well finished machine. The built in generator lighting set is just one of the many 'extras' included on this bike.

bottom bracket. Pressed steel dropouts. Provision for mudguards. Room for larger section tyres. No lugs for water bottle mounting.

Transmission

Chainwheel Set: S.R. Silstar
Chain: Black std.
Derailleurs: Shimano FE — front, Shimano Positron — rear
Freewheel: Shimano 5 speed
Gear Levers: Stem mounting

Wheels

Rims: Weinmann alloy 27x1 1/4
Hubs: Alloy low flange Q/R Maillard
Spokes: 14 gauge rustless
Tyres and Tubes: Semperit tyres with Woods valve tubes

Equipment

Pedals: Union steel
Brakes: Weinmann 610 centre-pulls alloy
Handlebars: Alloy north road
Handlebar Stem: Alloy SR
Handlebar Covering: Black cloth tape
Saddle: Plastic padded type Unisex shape
Saddle Pillar: Alloy straight type
Rack(s): Esge alloy
Frame Mounting Eyelets: Rack and mudguard

Gearing

	52.00	42.00
14	100.29	81.00
16	87.75	70.88
18	78.00	63.00
21	66.86	54.00
24	58.50	47.25

Accessories

Mudguards: Stainless steel
Lighting Set: Soubitez generator set with frame enclosed wiring
Extras: Tool bag and kit, combination lock, pump, manual.

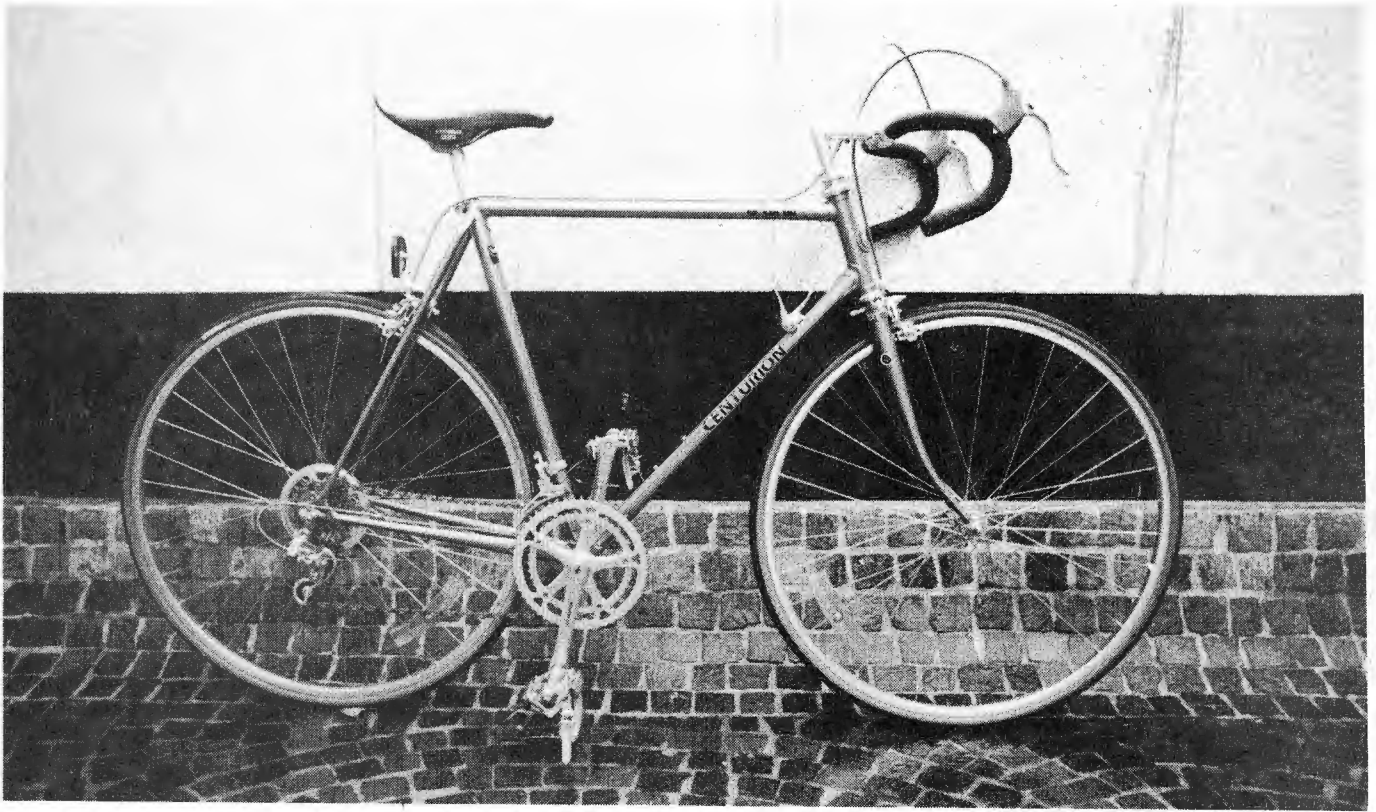
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Bicycle Road Test



Centurion Turbo 12

A sleek swift all-Japanese bike to take your breath away.

Reviewed by Nigel Jenkins

The Centurion Turbo is a 12 speed fast tour/sports bicycle well worth considering for purchase if you like to tour but really spend most of your cycling times tearing through the city. As presented for review the Turbo would satisfy the weekend park racer; set up for tours of light to medium weight the bicycle would be a delight.

The lugged frame is nicely detailed and well finished, the fork crown is chrome plated and wears a cast badge mounted on the head tube. The badge is elegant and has a feel for tradition, though easily abraded away by adjacent cables making an otherwise well

presented bicycle a little shabby. The look of the Turbo is clean, windswept and quick thanks to a selection of components generally of sympathetic style and quality. A multitude of lugs keeps a jungle of bolts and brackets at bay. Gears, brakes, lever and saddle all have flowing aerodynamic lines. the unfortunate exception is as often the case — pedals. The Turbos pedals are nameless die cast lumpy things of poorer quality and antiquated style compared to its other components.

If this bicycle seems to possess a *deja vu* quality it is due to the fact that Tano, an original frame manufacturer in Japan, supplies frames to a number of Australian distributors. They in turn incorporate them into their own particular model for the market.

Equipment was correctly fitted with smooth and straight cable runs, free spinning and balanced wheels and every bolt tight. Despite blustery conditions during the testing period the Turbo handled in a firm and predictable manner. The 'cycle is fast in gliding down hills or pounding along a flat. It will fly with a tailwind and likes to gently slip through head winds rather than being bulldozed. When cornering the Turbo is less responsive than its straight line performance suggests and prefers to take a wide and comfortable line. This bicycle would take well to a load.

All the bicycle's equipment performed competently: the brakes efficient, the Suntour ARX gearing found the sprocket first and every time. Gear ratios are well spaced with a wide range well suited to fast sport cycling or touring in flat terrain. For hilly touring a lower range may be more appropriate. The Kashimax Aero saddle is the Turbo's only painful feature. My bottom believes it compromises comfort for style just a bit too far with its sharp, upswept and hard tail-end behind a stiff base. I found it very uncomfortable but it may suit some (like the publisher who quite enjoyed it . . .).

Overall the Centurion Turbo is an

attractive and adaptable cycle that should need only minor sorting out to individual preference. Items to consider changing on purchase are pedals and tube type, but have a careful feel of the saddle. The frame will accept guards but having only one pair of eyelets results in the usual problem in fitting both guards and racks.

Centurion Turbo

Suggested Retail Price: \$500.00

Sizes: (cm)

Size Tested: 57.5cm

Frame: Champion No 5 Chrome Moly Steel.

Cast dropouts. Lugs for cable stays, clips, gear levers and water bottle mounting. One pair of eyelets. Colour tested: Metallic grey.

Weight: 11.75 kg.

Head tube angle: 72°

Seat tube angle: 72°

Bottom bracket height: 280mm

Fork rake: 50mm

Wheel base: 1030mm

Chain stay: 420mm

Transmission

Chainwheel Set: Sugino GS. 170mm cranks.

Chain: DID Lanner

Deraileurs: SunTour ARX front and rear.

Freewheel: SunTour Perfect.

Gear Levers: SunTour Symmetric.

Wheels

Rims: Araya 27" x 1".

Hubs: Suzue Juno 8F, quick release.

Spokes: 14 gauge.

Tyres and Tubes: IRC Super H.P. 27" x 1 1/8". 100 psi. Schraeder valve.

Equipment

Pedals: SR SP-150

Brakes: Diacompe 500.

Handlebars: Winpasta 'WIN' (Maes pattern). 420mm.

Handlebar Stem: Kusuki with Tange bearings.

Handlebar Covering: Cotton cloth tape.

Saddle: Kashimax Aero.

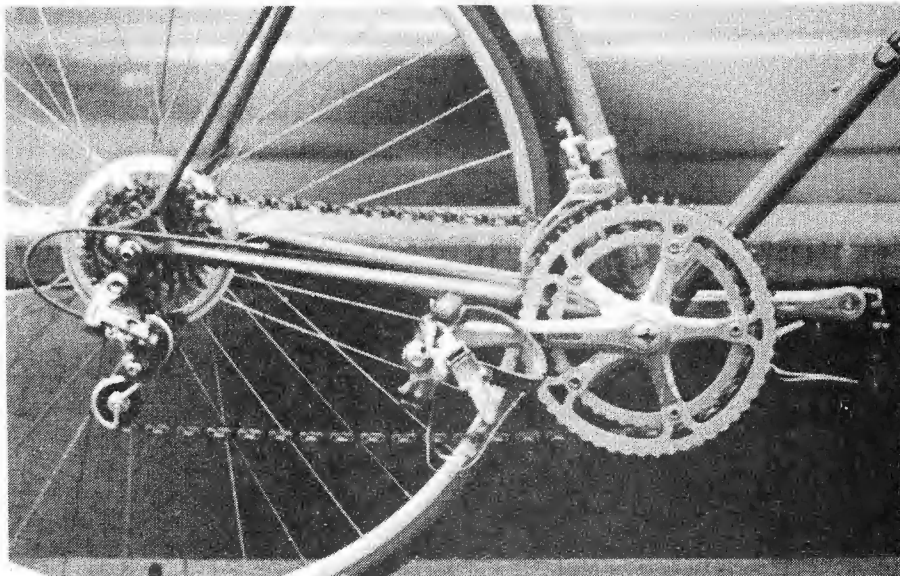
Saddle Pillar: Laprade SR.

Rack(s): None

Also fitted with bell, reflectors on spokes and rear brake block.

Gearing

	53	42
13	110	X
15	95.3	75.6
17	84	66.7
20	71.5	56.7
23	62.1	49.1
26	X	43.5



The Centurion Turbo 12 is an elegantly styled sports/racing bike.

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Bicycle Road Test



The simple gearshift operation of the Ricardo makes a pleasurable and easy machine to ride.

Ricardo Commuter

**Click go the gears on this easy to ride
six-speed**

If there is one thing that is off-putting to new bicycle riders then it must be those those rattling clattering derailleur gears.

Much energy and money has been spent over the last few decades devising gearing systems which overcome some of the problems associated with derailleur operated chain gears. To understand the problem one has only to ride a derailleur geared bike for a short time. The big problem is that unlike motor vehicle gearing you never know which gear you are in and when you try to select a gear the lack of stiffness in the chain prevents the required gear from being selected quickly and in one lever movement.

The reason why the derailleur performs sloppily is because its function is only to 'guide' the chain from one

sprocket to another. The problems start when the chain becomes worn and tends to bend or deflect rather than moving across to the next sprocket.

Many of the previous devices which attempted to solve this problem were unpopular in the long term as when the derailleur system went out of adjustment it was difficult for the user and irritating for the dealer to fix it.

Now the SunTour company of Japan one of the worlds largest components manufacturers has come up with a new 'positive action' mechanism that is simplicity its self. What's more it works.

At the present time you wont see a SunTour Trimec mechanism on sale in the parts section of your local store. The Japanese insist because the gear system requires some adjustment skill on the

part of the servicing technician that it will only be sold as 'original equipment' that is fitted to newly made bikes only. Eventually this reserve should give way as there is no great difficulty in adjustment once the operation of the gear is understood.

In a previous issue we reviewed a new bicycle which had the Trimec fitted (see *Freewheeling* 23 The Graecross Constellation). The Australian manufacturer Ricardo has recently launched its Trimec models: The Commuter model available in either diamond or step through frame styles (gents and ladies).

The bikes are built around a lugged Aussie made high tensile frame. Equipment is a mixture of steel and alloy all of good quality Japanese manufacture. The single sprocket chainwheel set (the bikes are 6-speeds) is alloy cotterless made by Sugino. Wheels are all steel.

There is no question that the Trimec gearing improves the performance of a bicycle in urban use. In traffic gears can be selected easily and effortlessly so more attention can be devoted to the riding environment rather than looking down often to see which gear you are in. The Ricardo as a six-speed performed well enough around town in Sydney and there was only one hill encountered that required a gear lower than the 44 low fitted.



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Ricardo Commuter

Suggested Retail Price \$250.00

Sizes (cm) Ladies frame 48cm, Mens 56cm

Size Tested Both

Frame Australian made steel frame. Pressed drop outs and fork tips. Brazed-on pump lugs. Tange MA60 headset.

Transmission

Chainwheel Set: Sugino No. 3 Alloy cotterless

Chain: DID 'L'

Derailleurs: SunTour Trimec

Freewheel: SunTour 6-speed Perfect

Gear Levers: SunTour Trimec

Wheels

Rims: Ukai steel, 27x1 1/4 narrow

Hubs: Suzue steel large flange

Spokes: 14 gauge rustless

Tyres and Tubes: IRC Roadster 1 1/4 gum wall

Schrader valves

Equipment

Pedals: Rubber with reflectors

Brakes: Dia Compe alloy 730 side-pull

Handlebars: Steel straight type

Handlebar Stem: 40mm alloy hex key type

Handlebar Covering: Plastic grips

Saddle: Wide plastic sprung padded

Saddle Pillar: Steel

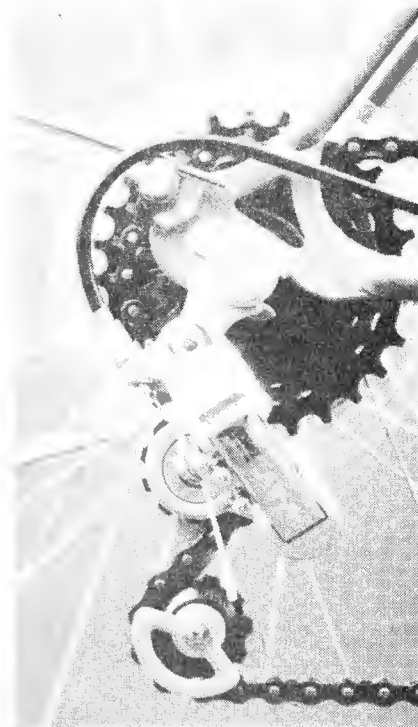
Rack(s): Not fitted

Frame Mounting Eyelets: One set of eyelets

Extras: Stainless steel mudguards

Gearing

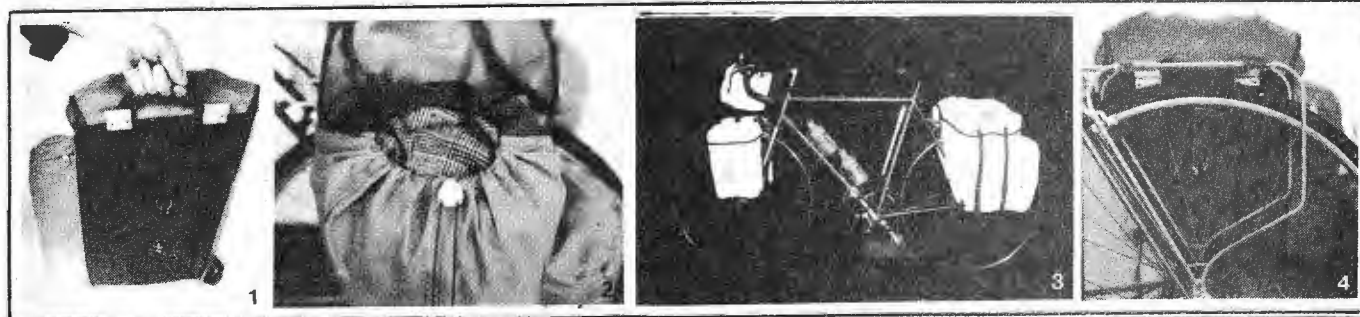
	46
14	88.71
16	77.63
18	69
20	62.1
23	54
28	44.36



The SunTour Trimec rear derailleur. Tourers will have to wait until a longer arm version is available as the present version will only accommodate a maximum freewheel cog of 28 teeth.

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COMMENT

Keith Dunstan writes on being out on a bike with no apparent friends in sight.

Why are we so unfriendly? The truth is this. Australians are not the gregarious, outgoing people of the Paul Hogan, ocker legend. We are timid and inhibited like the English.

No matter where you pedal on the North American continent you always get a wave from other cyclists. It's almost a rule. There's the unmentioned statement: "Look, we are both members of a repressed minority. Together we have to face the enemy, the automobile. How are you this morning?"

My wife and I hadn't been in California a week. We were pedalling our tandem in a lovely area called Westlake Village when a character pedalled up behind: "How ya doin'? Where you from? Where you headin'? You follow me. There are some wonderful areas you should see around Westlake."

And that's what we did. This fellow Marvin was our biking mate for the

next three years and he still is. Marvin is remarkable. He will never let another biker pass him by without finding what's he's up to.

But what happens here? Your chances of getting a wave from another cyclist are about one in five. Then if you wave first your chances of getting a wave back are maybe one in two. Oddly enough the characters with the greatest sense of mateship are the cycling pros. I spend a lot of

time on the track between Melbourne and Portsea, a favourite training run for pro cyclists. Maybe they look first to see if you are wearing singles, but they nearly always wave.

Well, I like to be waved at. I have the curious belief that there is no such creature as an unpleasant cyclist. It's true, we are part of a union. We are a repressed minority. Not only do we have to fight the automobile, we have to fight disinterested governments and every kind of official body that would like nothing better than to have us off the road.

So let's wave to each other, just to prove we are working for a better cycling world.

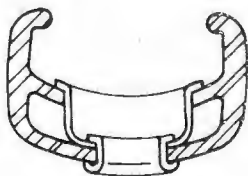


Hantrade's French Connection



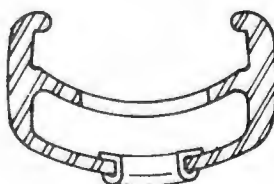
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MAVIC RIMS — HIGH PERFORMANCE



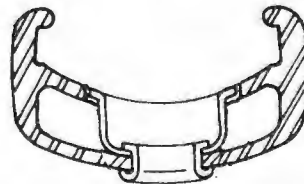
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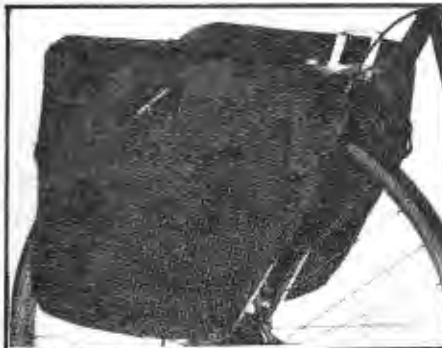


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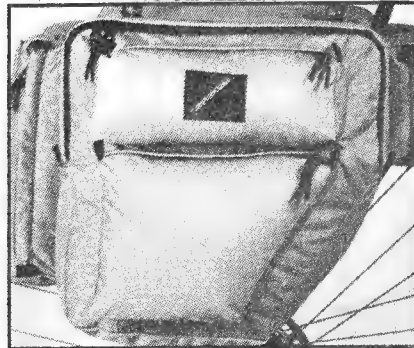


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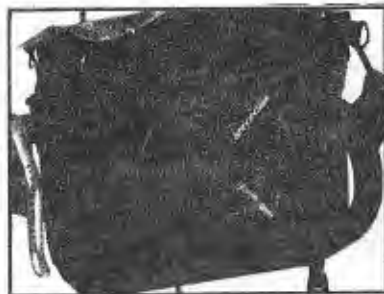
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Tandem Talk

Tandem Drive Systems

by Paul Farren

One of the more intriguing aspects of tandem design is the method of power delivery to the rear wheel by the two riders. This is most commonly achieved using two chains. The primary chain runs between the chainwheels of the two riders and the final drive is to the rear wheel. (On multi-rider machines there may be secondary and tertiary chains.) It is also worth noting that some early tandems ran two separate chains to sprockets on right and left of the rear wheel.

The two commonly used chain set ups are described as 'straight drive' or 'cross-over drive'. The straight drive system has both chains on the right of the machine, with the primary chain running on a sprocket inside the final drive sprocket and chain, the final drive departing from the stoker's crank set. Less common and less satisfactory is the straight drive using only one chain from front to rear. The cross-over drive places the primary chain on the left of the machine potentially allowing

the 'stoker' to get oil on both legs! (Bottom bracket dynamos afford yet another opportunity for the stoker to get oily when switching it on or off.) This system is now the most popular as it allows triple chain sets to be used in the final drive, thus giving a good spread of gears from 20" to 110". As mentioned above the final drive is occasionally run from the 'captain's' crankset. This yields a very long and unwieldy chain about a pound heavier, which requires a jockey wheel to support it below the stoker's bottom bracket. This does have the advantage that the captain can see and hear the front changer in action and on very short wheelbase tandems all rear cogs on the cluster can be engaged from any of the front sprockets.

Cotterless cross-over drive systems are now readily available made by Campagnolo, T.A., Stronglight and Sugino. They can also be assembled from single bike parts although three sets of pedals will be necessary due to the three right hand cranks — some use of Loctite may also be necessary. Cottered cross-over drive sets are general-

ly not recommended on the grounds that the stoker's left cotter pin is more susceptible to shearing off.

The tension of the primary chain is controlled by two methods — either the eccentric bottom bracket built into the frame, or a sprung jockey wheel (similar to the rear derailleur) which is for the same purpose in the final drive. Lack of tension in the primary chain allows the chain to flap — it can come off the sprockets, make the drive feel slushy and can catch on the stokers' crank bringing things to a rapid halt.

The eccentric bottom bracket comprises a steel or alloy cylinder containing an offset bottom bracket which fits into a cylindrical shell incorporated into the frame. The whole eccentric cylinder can be rotated once the pinch bolts below the bracket are loosened. The tension is adjusted by the following method: Firstly the cranks are set to their required position, usually synchronised so that the front right crank faces horizontally forward at the same time as the right rear. This is termed 'in phase'. 'Out of phase' means that the cranks are set at 90° to one another

Pour les Cyclotourists Flashlight tent by Sierra Designs

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Total weight: 3lb 9oz Wild Country
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Length: 96" Dickson, A.C.T. 2602
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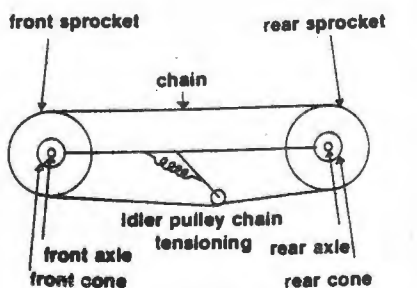
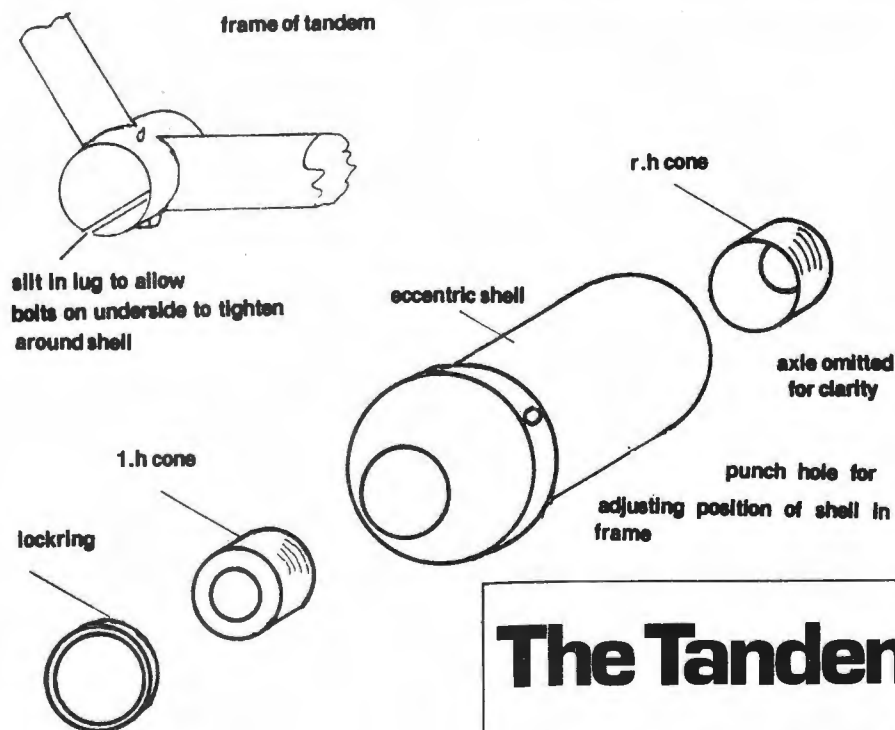


(reducing stress on components). A rough tensioning is done rotating the eccentric, but for the final fine tuning, the cranks need to be rotated as the chain wheels are always fractionally out of true and may increase the tension periodically damaging either the chain or the bottom bracket bearing front and rear.

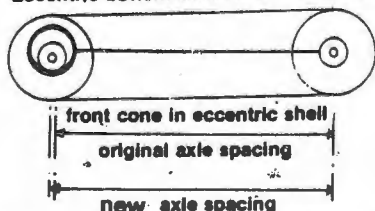
The eccentric bottom bracket was introduced by the Raleigh company in the late 1890's. No standardization has occurred in their construction and the throw or degree of eccentricity is variable between makers. A not uncommon problem is that where at the maximum forward adjustment of the eccentric the primary chain is loose,

whereas with removal of two links the chain will not fit at the most posterior position. As Andrew McDowell points out in a recent T.C.A. article Autumn 1984 issue, the problem can be overcome with use of stretched chain, use of the obsolete 1/2 link or increasing or diminishing chain wheel sizes. The specialist tandem builder can also apply a particular formula to the stretcher tube length if chain wheels of a particular size are envisaged.

The size of the chain wheels used for the primary chain is a compromise. Small chain wheels mean less chain but increases the noise and vibration of the chain. They also wear much quicker. The larger chain wheels are much smoother but the limiting factor is the left rear chain stay clearance. Alignment of the primary chain is carried out by moving the eccentric bracket either to right or left. An awareness that adjustment of the eccentric may be made in either of two ways in the vertical plane is important since it may in turn affect the captain's seating position and ground clearance of the captain's cranks. P.S. Don't forget to tighten the pinch bolts again!

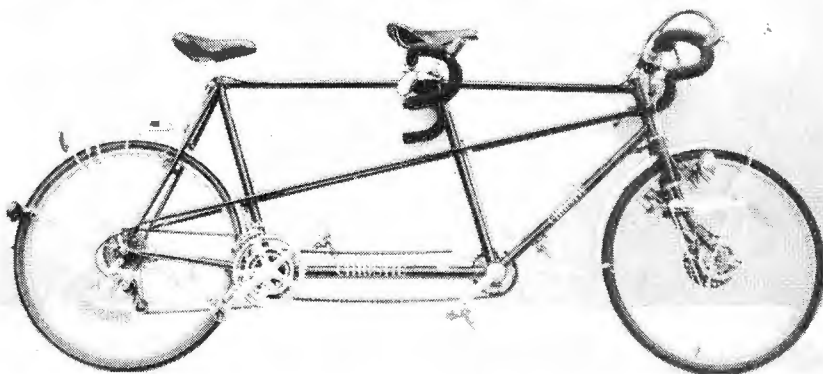


Eccentric bottom bracket chain tensioning.



Eccentric shell rotated through right angle in the frame, changes axle spacing to tighten chain since cone is not at its centre.

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For tourers we have the three Traveller models (left above), all catering for different levels of experience. If you are just starting out the Traveller 1 offers good value at the rock-bottom price of \$279. Traveller 1 features strong steel rack and comfy touring saddle.

More experienced bicycle tourers will prefer the Traveller 2 as an ideal first touring bike or replacement for an existing machine. This bike is available with high quality Japanese high tensile frame (mixte style available at no extra cost), alloy quick-release wheels, touring gears, alloy pannier rack, anatomic saddle, toe-clips and straps and sponge handlebar covering, all for \$359. For the expert and long-distance tourer the Traveller 3 is the ideal bicycle. This machine features a quality double-budded mangalloy frame with cast drop outs and double eyelets, bar-end gear

controls, all alloy components including pannier rack and quick release wheels, anatomic saddle, toe-clips and straps. Excellent touring value at \$485.

Fitness enthusiasts will find in the lightweight Sportif range (right above) a bicycle to suit their needs.

The Sportif 1 for starters features high tensile frame, cotterless crankset and alloy brakes all for the low price of \$259. Sportif 2 the popular sports model features alloy quick release wheels, alloy cotterless chainwheel set, Dia Compe alloy brakes, toe-clips and straps. \$349.

For the sports enthusiast and triathlete the Sportif 3 is the right bike for fast conditions. This superb lightweight features chrome moly frame, alloy quick release wheels, high quality rims, alloy micro adjustable seat pillar and cotterless alloy Sugino chainwheel set. Excellent value at \$425.

All Woolys Traveller and Sportif bikes come with a 10 yea guarantee on frame and forks and 12 months guarantee on components. Woolys also provide a free service 30 days from purchase date.

WoolysWheels

82 Oxford St., Paddington NSW. Telephone (02) 331 2671

Parts, clothing and accesories from the cycling specialists

Buying a bicycle is only part of the picture. To be properly set up for cycling the right equipment and accessories are essential. Important items such as helmets, racks and touring gear make your cycling safer and more enjoyable.

To save you chasing all over the place Woolys Wheels stock a complete range of parts to fit all bikes, safety equipment to suit every kind of riding and clothing to keep you warm, and looking good.

Helmets

All the major brands are stocked. Woolys Wheels are retailers for the fabulous range of Bell safety helmets.



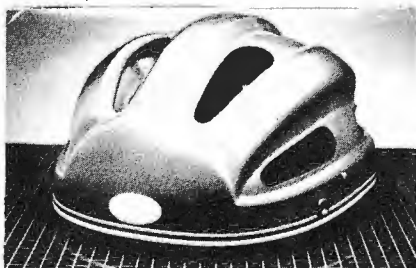
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The helmet seen on the head of every serious bike rider. Tough Lexan shell \$59.00.



Bell Tourlite

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Bell VI PRO

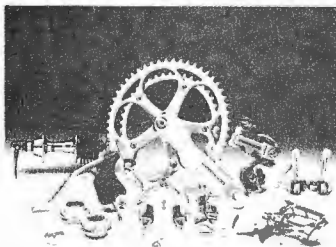
The new lightweight sleekly styled Bell helmet for the racing cyclist. Tough black Lexan shell with gold trim. \$59.00.



Clothing

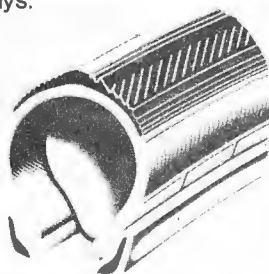
Wooly stocks a full range of specialist cycling clothing including the famous coloured lycra shorts. The original lycra shorts are available in ten shiny colours with new extra thick chamois insert.

Shorts in Italian Lycra fabric at \$38.95 pair, Stripes \$5 extra.



Parts

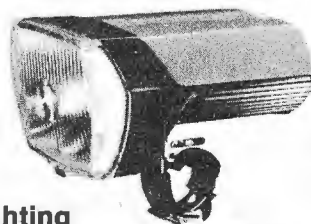
Select your replacement parts or build your dream machine from the stunning range of components including the new Shimano 600 EX gear on display at Woolys.



Tyres

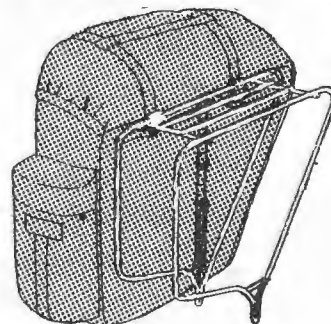
From skinny-tyred racers to fat-tyred mountain bikes Woolys stock the most dependable range of tyres to suit all size wheels. Some of the brands stocked are: Specialized, Michelin, National, IRC

and Cheng Shin. Try the new Specialized Tri Cross tyre for better grip.



Lighting

Battery lights and generator sets plus replacement batteries for most brands are sold. The new Cat Eye battery lights plus the low drag generator Dynapower are stocked. Come and inspect our wide range. Generator sets from \$19.50, Battery operated units from \$9.00.



Pannier Bags

Touring needs good equipment. Choose your touring bags at Woolys from these dependable brands: Karrimor, Hiker Biker, Bellweather, Pinnacle and Pathfinder for the beginner. Bags from \$15.00



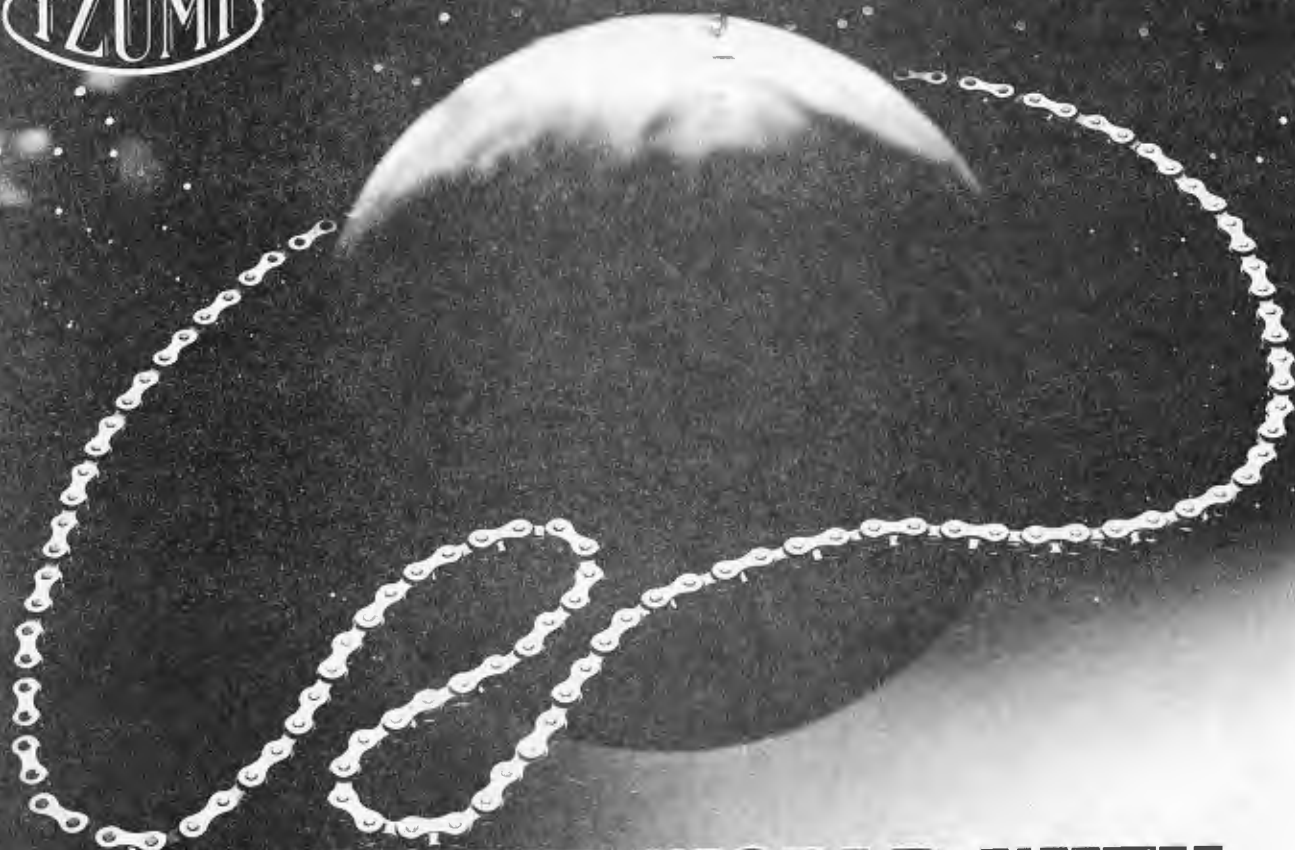
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Wooly stocks a wide range of shoes for touring or racing. Choose from the best European and local brands like Rivat, Detto Pietro, Sidi, Vittoria and Bata. Good shoes start at \$47.00.

Order by mail (Bankcard orders by phone accepted) from any of the items listed above.

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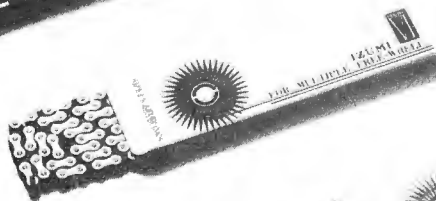


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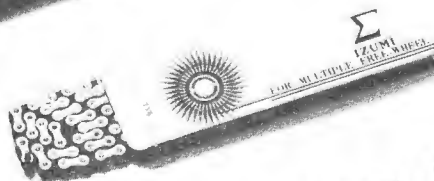
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Fat-Tyre Road Test



The Bushbike is a fun machine for either city or off-road use. The rack is an optional extra.

The Ricardo Bushbike

Entry level all terrain biking

The latest new bike arrival in the all-terrain bicycle (mountain bike) field is an interesting locally made machine the Ricardo Bushbike.

As the name implies the bike is designed as a go anywhere machine with the emphasis on our rough Australian conditions. The bike comes fitted with 26" 1.75 knobbly tread tyres mounted onto steel rims. Obviously the makers have aimed this machine at the beginner or entry level cyclist hence the heavier steel rims and the side pull caliper brakes.

The brakes are this bike's biggest surprise. The heavy duty Dia Compe alloy side-pulls work well when compared with the long arm cantilevers which are

the industry standard for this type of bike. Obviously the braking system with its steel rims and caliper brakes is not in the same class as the better mountain bicycles but the Ricardo puts up an excellent performance.

The gearing fitted was the new Shimano MBT (or AL11) mountain bike componentry. The extra long front and rear derailleurs are controlled by a pair of very comfortable thumb shifters mounted on the handlebars. The Bushbike's gearing is low, but for the kind of terrain this bike may be ridden on, it could have been a little lower. A 27 inch (1:1) low gear is a more useful low.

A common complaint with most of the bicycles road tested by *Freewheeling* in the last two years has been quality of the pedals. Unfortunately the Japanese only make cheap trashy pedals or high quality expensive ones. The pedals on the Bushbike unfortunately fall into the former category.

High tensile tubing steel tubing is the material used in the frame construction. Overall the frame has a good standard of finish and its geometry is designed for easy riding. A small undesirable feature of the bike was the rear brake cable routing on the frame. The method employed splits the cable outer at two stopper locations which allows dirt and corrosion to attack and eventually weaken the performance of the inner cable.

The Bushbike's performance over a wide range of conditions was good and the deep sprung saddle was especially comfortable. The bike performed in a stable fashion over unpaved road and city pot holes alike. Though somewhat heavier than its more expensive competitors the Ricardo makes a reasonably priced fun machine for city suburban or country use.



Richardo Bushbike

Suggested Retail Price \$330.00

Sizes (cm) 52cm

Size Tested 52cm

Frame High tensile 1021 Australian made tubing. Lugged construction. Pressed drop-outs on rear, cast on front. Brazed-on cable guides for brake cable. Tange MA60 type headset. Note: this frame is made with rear wheel clearances to fit 26x1.75 tyres only. Larger section 26x2.125 tyres can not be used. The clearance problem area is in the chain stays.

Head tube angle 70°

Seat tube angle 70°

Bottom bracket height 285mm

Fork rake 55mm

Wheel base 1040mm

Chain stay 430mm

Transmission

Chainwheel Set: Sugino alloy cotterless with steel rings 165mm arm length.

Chain: DID 'L'

Deraillleurs: Shimano AL-11 front (wide capacity)

Shimano RS GT rear.

Freewheel: Shimano UG

Gear Levers: Shimano AL-11

Wheels

Rims: Ukai steel 26x2.125

Hubs: SIW steel small flange

Spokes: 14 gauge rustless

Tyres and Tubes: IRC Racer X-1 Gum wall knobbly tread

Equipment

Pedals: Shimano PD MX 15

Brakes: Dia Compe MX1000

Handlebars: Chrome plated steel bullmoose type

Handlebar Covering: Black solid sponge grips
Saddle: Takahashi Panmax 19 wide sprung vinyl covered
Saddle Pillar: Stainless steel
Rack(s): Not supplied
Frame Mounting Eyelets: Double rear, single front

Gearing

	48.00	36.00
14	92.57	69.43
17	76.24	57.18
21	61.71	46.29
26	49.85	37.38
32	40.50	30.38

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.

To be included on the list, please send me your name, address, and ph number, with an indication of where you live, e.g., 7 k SE Melbourne GPO.

Please enclose a stamped, self-addressed 230 x 60 mm envelope for your copy of the Directory.

The Directory is printed and distributed privately, and a \$2 donation to defray costs would be appreciated. Send to:

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THE FAT TYRE FANATIC



**The First Annual
'National Mountain Bike
Championships' of Australia
to be held in conjunction with
The First Annual 'N.S.W. Off-
Road Cycle Championships'.**

Date: Sunday, 19th August, 1984.

Venue: Sofala, Mid Western New South Wales.

Course: One lap of a 79km loop.

Promoters: Panorama Pedal Organization Committee (Organizers of the Panorama Pedal 600 Cycle Classic held annually at Bathurst.)

With the sport of Mountain Bike cycling starting to take shape here in Australia, 1984 seems the right year to begin the serious competition. The event is divided up into four classes these being:

1. Mountain Bikes — 26" Wheel, multispeed.
2. Cruiser — 26" Single or multispeed.
3. BMX — 20" Wheel, multispeed.
4. Roadbike — 24", 26", 27" Wheel, single or multispeed.

(All bikes are subject to qualification before race start.)

There will be awards for the first finished in each class. The first bike across the line (no matter what class) will be considered the N.S.W. Off-

road Cycle Champion. The first Mountain Bike across the line will be considered as the Mountain Bike Champion of Australia.

The race is being staged in Sofala, a picturesque and historic gold mining town 44km north of Bathurst in the N.S.W. mid west. The event starts outside the historic Sofala Royal Hotel then proceeds along the only bitumen section of the course (4km) before hitting the demanding loop. Inclusive in the loop are two hills, known as "Darkie's Pinnacle" and "Mount Horrible", 11 creek crossings, numerous cattle grids, and of course mud. Equivalent in difficulty to the course chosen for U.S.A. National titles it will prove to be a challenge to riders of any class or grade.

The organizers would like to encourage all riders interested to take part no matter what they consider their chances, because at this stage no-one can be sure of what will be competitive, or who has the better chance.

Entry forms are available as of June 4th, 1984 and the entry fee is \$5.00. Full details will be printed in the next issue of *Freewheeling*.



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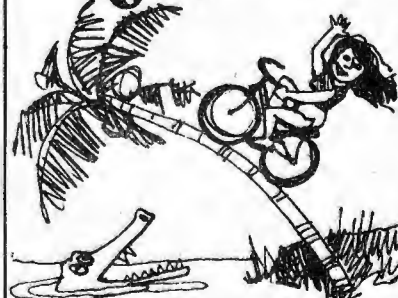
Forty Bicycle Rides around Canberra and Southern NSW is a beautifully illustrated guide to cycling that shows you the best places to see and tells how to get there. The featured tours are all road tested and are accompanied by maps showing road surface details.

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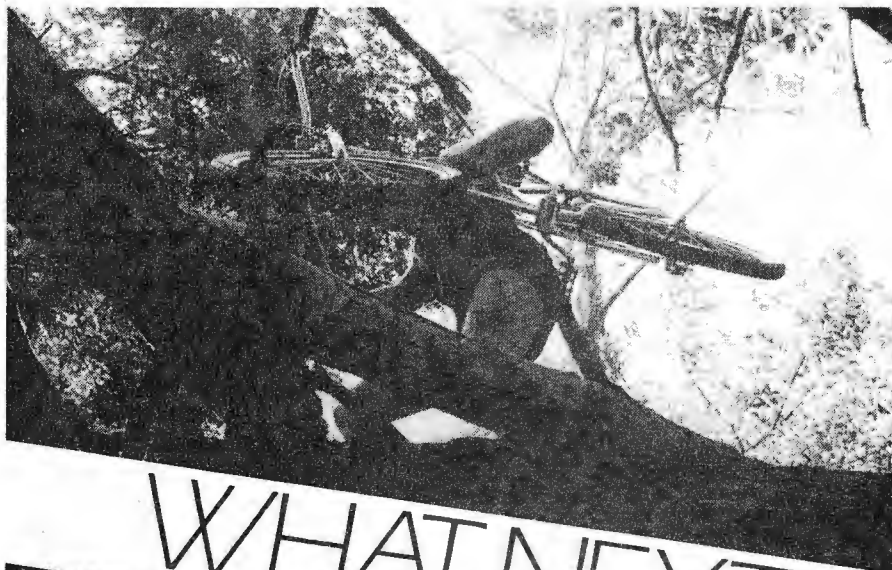
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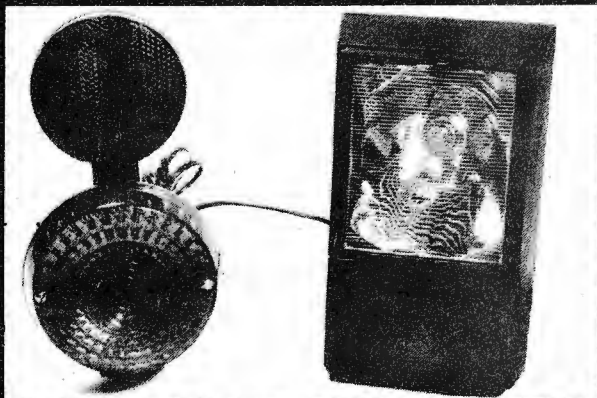
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Trade enquiries welcome.



WHAT NEXT?

Is climbing a tree a new way to prove that the new breed of fat tyre bikes can go anywhere? Find out in the next issue of **Freewheeling** when we go into a fat tyred frenzy. Issue 26 will feature news and stories on this new sport and will feature the forthcoming Australian championships. Don't miss our special fat tyre feature issue out early July.

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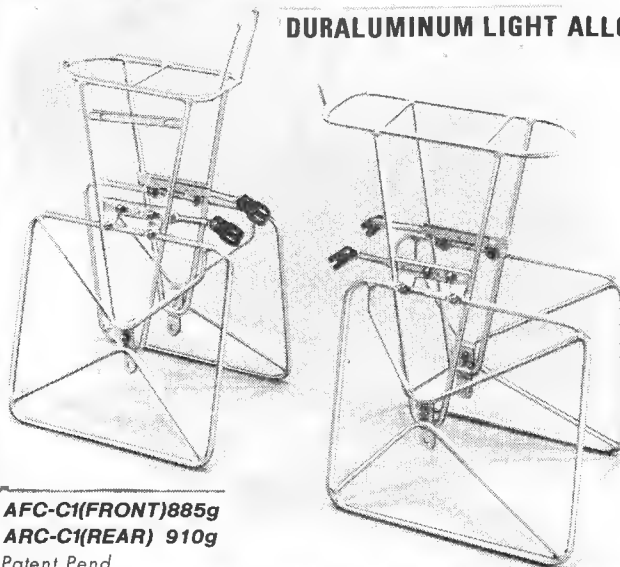
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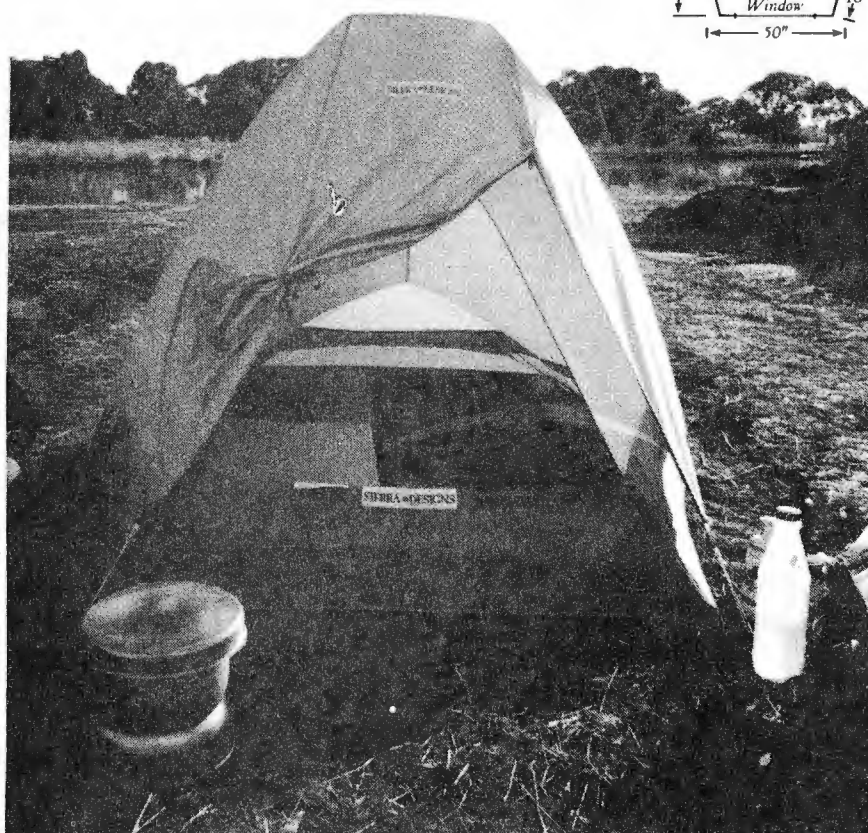
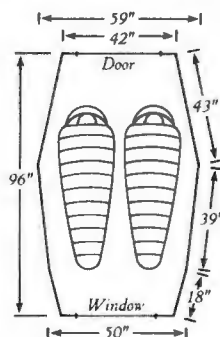
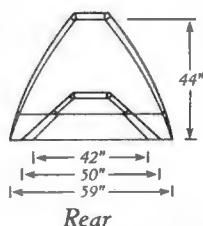
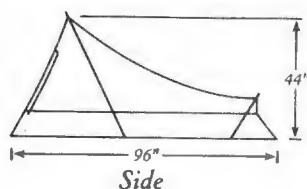
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Equipment Review

A Tent for Touring

The Flashlight tent by Sierra Designs
reviewed by Michael Burlace



There is something about tents from the USA. They are different.

Australian tent makers are slowly hopping on the design bandwagon, but the market is a little slower to follow.

Canvas tents took their time in going out of fashion here and it looks like the traditional designs might do likewise. Synthetics have slowly caught on, but the problems of conden-

sation in our sometimes very humid climate has held them back for a while. Ventilation was the key here and so there are now some tents which make their owners happy and dry.

Recently I took a Flashlight tent by Sierra Designs for a two week trial. The tent is extremely light at about 1.62 kg and is very compactly packed at about

10cm diameter and 72 cm long. The length is a bit of a problem as it will only just fit into large panniers. It can travel, quite easily on the rack but for those who like to protect the quite substantial investment that this tent represents or who want as few parcels as possible on trains it is a nuisance. The alternative is to stick it under the flap of a it is a beautiful piece of engineering and construction. Everything is put together very nicely and the design has been well thought out. Oddly enough for a tent which is so well made and designed, the guy ropes come as a single rope to be cut into six equal pieces. After doing so I found that the pieces should be various lengths and the factory really would have been better doing it. It would have shaved a few seconds off the time to pitch it and made it all work better.

The tent's appearance attracts comment from other campers and gives a heap of head room, though not much in the way of width up high despite a wide base at shoulder level. It is a two-person tent or a one-person tent with enough room for a full set of panniers and space for doing such things as writing. Ventilation is good with the fly door open but not so good when it is closed.

Every morning regardless of the weather there was a ring of wetness at the base of the tent level with where the fly finished. To me this says it is cold enough at this level inside the tent in February on the plains of Victoria to condense the airborne moisture inside the tent itself.

The floor is very stretchy and thin which had me worried every time I pitched the tent. The instructions say to clear the ground of rocks and sticks and sharp objects generally but in the Australian bush that is virtually impossible. I found myself worrying every time I found a stick distorting the floor. And distort it did. But it didn't puncture at all, a tribute to the tent and its makers' apparently well-placed faith in high-tech materials.

The poles are the USA's by-now standard aluminium with shock cord to hold them together. They spring into formation once let out of the bag and, given a little encouragement, they then push through sleeves on the tent. Then the six pegs go through tabs closely attached to the tent and into the ground and the tent is pitched.

The fly throws over the top and is tied down at six points and that's it, your tent is up and ready for occupation. There are no guy ropes on the tent itself

which makes it easier to pitch and lighter, but if you strike a slab of rock or good Australian clay at one point you may have to move the rest to dodge it.

The tent is warranted against defects in work and materials for your lifetime so it should stay up for a while. It comes with a pouch for small items near the head end, a vent near the feet, a well zippered large door and a hanging point for a light.

The Flashlite is an excellent tent, beautifully built and thought out but unsuited to more than two adults or more than an adult, a child and the common cycling gear of two rear panniers per person with at least one of those people having front panniers or a handlebar bag. If both occupants are short you might get away with it.


Given the limitations above, the tent is superb quality and if it suits your budget or you wish to impress, buy it. If you want more space, go for the next size up.

The Flashlight costs approximately \$372.00 and can be obtained from outdoors shops or by mail order through Wild Country Canberra.

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- * One adult size fits all
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Team 255 Poncho is coloured yellow for safety. It comes with attached hood and is designed to slip over the head, allowing complete cover-up. Non-rust adjustable side snaps for perfect fit for both men or women. All seams electronically welded to keep out harshest weather conditions. Has attractive embossing on one side and can be kept clean by hand washing. The versatile poncho can also be spread out and used as an excellent ground-sheet.

Recommended retail price

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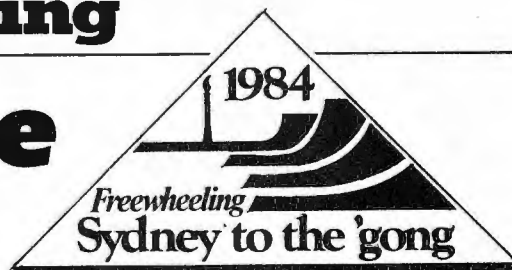
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TEAM 255 PONCHO

Available from bicycle specialists and sports stores

Bicycle Touring

Onya bike for the third 'gong ride



Massive preparations throughout Sydney and Wollongong are underway for the third annual **Freewheeling Sydney to the 'gong Bicycle Ride**. This 1984 tour will not only be the biggest and brightest 'gong ride of all but will also be part of the climatic finale of Wollongongs sesqui centenary celebrations. 3,000 cyclists are expected this year to smile on Wollongong and discover Australia's best kept secret.

No other bicycle ride in the world is quite like the Sydney to the 'gong. Not only is the route superb, vivid in its contrasts and dramatic in its scenery but the huge range of services offered to participants guarantees everyone gets to the city of steel. The organisers provide fine food for hungry cyclists, entertainment, breakdown, first aid and sag vans and arrange for return rail travel to Sydney's Belmore Park near Central.

Aside from all the activity from the organisers with their spaghetti like scheduling and the coordination of the dozens of organisations and authorities involved, *Freewheeling* spies have reported cells of enthusiastic groups already engaged in secret preparations for the much coveted awards to be gained in numerous competitions.

Prizes

Competition is expected to be particularly tough for the **Best Presented Group** prize, including this year a fabulous centrefold contract with a glossy national bicycle magazine. Inspired by the

strong showing by breakfast cereals last year, the perennial Tandem Trike Gorillas have been spotted on a prototype high percussion trike of triangles and gongs. These old chestnuts should put on a good show, however if the wild rumours presently circulating can be given credence all may be eclipsed by a relatively unknown group, the Bonzo Dog Devotees, recently seen one early morning in Centennial Park circuiting as Princess Anne on Sousaphone.

Another eagerly awaited event is the **Great Tyre Puncture Repair Ract** at Red Cedar Flat. It is hoped that last year's winner will be available to defend his 1983 title and perhaps improve on his record time. Last week's announcement that a professional section will be open this year has resulted in a frenzy of activity in bicycle shops throughout Sydney and the Leisure Coast as mechanics practice with water, glue and pins.

A leak of memos from the organizer Ozbike Tours last week has led to the speculation that a complete set of fur things was to be awarded in a mystery **Bicycle with most gadgets on it** competition. Major retailers have been exhausted of many regular stock items as the gear freaks queue for every last digital bidon bottle and illuminated horn cum walkman cork screw available. Organizers have categorically denied offering such a fabulous prize, however they promise to leak more accurate information in future.

Although the ride organisers have denied that they would ever think of such a silly competition they do promise a few surprises. But whatever happens Sydney to the 'gong '84 should be a very pleasant and enjoyable days amble for all.

Extensive details and registration forms will be available in the next edition of *Freewheeling*. The third *Freewheeling Sydney to the 'Gong Bicycle Ride, 1984*, will be held on Sunday, 25th November.

Ride a Moulton Cycling Sydney to the 'gong '84?



**Come with the
Moulton Bicycle
Riders Group**

**Further information
contact**

Nigel Jenkins

(02) 51 5422 (ah)

Bicycle Touring

TOSH – A second time

Warren Salomon who helped organize the first TOSH rode this years ride as participant and thoroughly enjoyed it.



The rainy, drizzly weather that greeted this year's TOSH participants as they crawled from their beds on Good Friday confirmed that this ride, like its many overseas counterparts, is to have a tradition of rainy weather. But as these same riders found out later that afternoon, it seldom rains for long enough to dampen the spirits of a keen bunch of bikers.

Still the talk surrounding the lunch and briefing held in the picnic grounds at Wallacia at the com-

mencement of the ride concerned some nervous variations on a theme of, 'Gee I hope the rain lets up soon, I don't feel like cycling to Canberra in the wet.'

Australian Cycle Trails' Tour Of the (NSW) Southern Highlands was run for the first time over Easter in 1983 and was set up as that group's major four day long distance ride to publicize its trail development programme. The ride is different to all other rides on the Australian touring

calendar in that it caters for riders of all abilities from beginner to old hand. The organizers offer as part of the ride package a fully supported well run ride which offers breakfasts and dinners with lunch on the first day, mechanical repair van (once again supplied and staffed by Spokesman Cycles of Canberra), baggage shuttle for personal gear, return rail fare and other 'extras' such as info sheets and commemorative cloth patch. By the time the tail end riders had left Wallacia the lead riders were experiencing broken cloud with sunny patches on to the nights campsite at Thirlmere Lakes National Park. On the way riders travelled variously – alone, with old companions or in the company of newly made friends.

The 1984 TOSH ride brought together people from many and varied walks of life. Family groups were in evidence this year and one group of four parents took turns each minding their three small children in their station sedan while the others rode their bikes. As the ride was intended to cater for people who had never completed a long tour before there were many in that category. The various ages were well represented with the youngest being 12 and the oldest a youthful fifty five. Most tourers came from Sydney or Canberra and Kay and Ron brought us in touch with the Melbourne touring club scene.

One of the best things about a ride like TOSH is its social aspects. After four days riding and many meals shared you come away with the feeling that you have made new and lasting friendships as well as being able to enjoy some existing ones. For on a long bicycle tour you can either find yourself riding with a group or pedalling along alone. With forty five riders as company there is always a conversation near by as long as the road is quiet.

The TOSH route follows the Southern Cross and Snowy Mountain Cycle Trails from the outskirts of Sydney to the Australian Capital Territory and Canberra. This years ride finished in Queanbeyan due to a boycott by the rides organizers of Australian National Railways who charges an exorbitant \$12.00 for an eight kilometre section of track between Canberra station and the ACT border.

The food for the hungry riders was supplied by the vehicle support crew who accompanied the ride and carried the riders personal equipment. A full camp kitchen is carted from stop to stop on TOSH and the evening meals and breakfasts are cooked under the supervision of an Australian

Cycle Trails volunteer master chef. This year's culinary champions, Bruce Vote, Bonnie MacDonald, Don Sigsby and Wendy Davies were assisted by the riders themselves who welcomed the opportunity of doing something with their hands having spent the day doing things with their feet.

Of course food is of utmost importance to bike riders and it is to the credit of the Tour Organizer Terry Collins and the four chefs that at the end of the ride the food was voted as one of the most memorable features of the weekend.

From the campsite beside the picturesque lake at Thirlmere the riders set out on their second days ride to Bundanoon. This day the largest hill climbs of the ride were tackled with relative ease and the cafes of Bowral soon after played host to hungry bikers. In some towns along the route cafe tables were continuously occupied by TOSH riders for a two and a half hour period as early riders departed and the later arrivals entered.

At most times the ride spread itself out over a length of 25 or so kilometres as individuals travelled at their own pace.

The second nights camp found us once more in the caravan park at Bundanoon with entirely different weather conditions to last years night of drizzle. The evening meal was eaten under a clear starry sky and those who did not want to retire early soon adjourned to the atmospheric Bundanoon Hotel for in informal discussion on Australian Cycle Trails 1988 Bicentennial Bicycle Event Project.

The third day of TOSH is 100 km long with lunch in Goulburn. Even though most riders by now are well conditioned to riding long distances many hit the road early to avoid a late lunch. By Marulan where the route joins the Hume Highway for the 30km run into Goulburn most of the riders have discovered new reserves of energy and continued in on the fast tarmac.

Goulburn has a beautiful central park which serves as a relaxing meeting point for the riders but, unfortunately, it is not the culinary capital of the Southern Highlands. With knowledge gained from last years ride the tourers combed the main street in search of a cafe serving something different to the ubiquitous fried-chips-with-everything. The recommended establishment offered a glimmer of hope with its few Greek menu offerings. This was a false hope for when the waiter was interrogated the dishes were found to be nothing

more than exotic accompaniments for - you guessed it - chips!

Of course I could write in great detail about the food consumed but the real enjoyment from TOSH comes from a sharing of the food with others and of a sharing of the route and its delights. That afternoon on the long open stretch on to Tarago spirits were high as the prevailing head wind swung around to make for perfect riding conditions. This road passes through open grazing country coloured an iridescent green from the recent rains. For most of the way only slight undulations are encountered to break the monotony of the flat open landscape. The small town of Tarago was reached by all of the tourers in easy time.

Tarago Town Hall is the location of the last night spent on TOSH. The hall is a perfect venue with its large kitchen and long dining table where the full group could sit together and enjoy the last evening meal of the trip. Though most of the known snorers chose to sleep in tents in the paddock out side a few remained to give the weary crew a good topic of conversation the next day.

After breakfast the following morning the tour participants and support crew gathered outside for the traditional TOSH group portrait and witnessed the antics of the photographers as they fiddled with tripods and self timer mechanisms.

The final day was a long half day's ride into Queanbeyan with a morning tea at Bungendore. The first section traversed the low Dividing Range and the bumpy 10km of white gravel road. At this stage the wind established

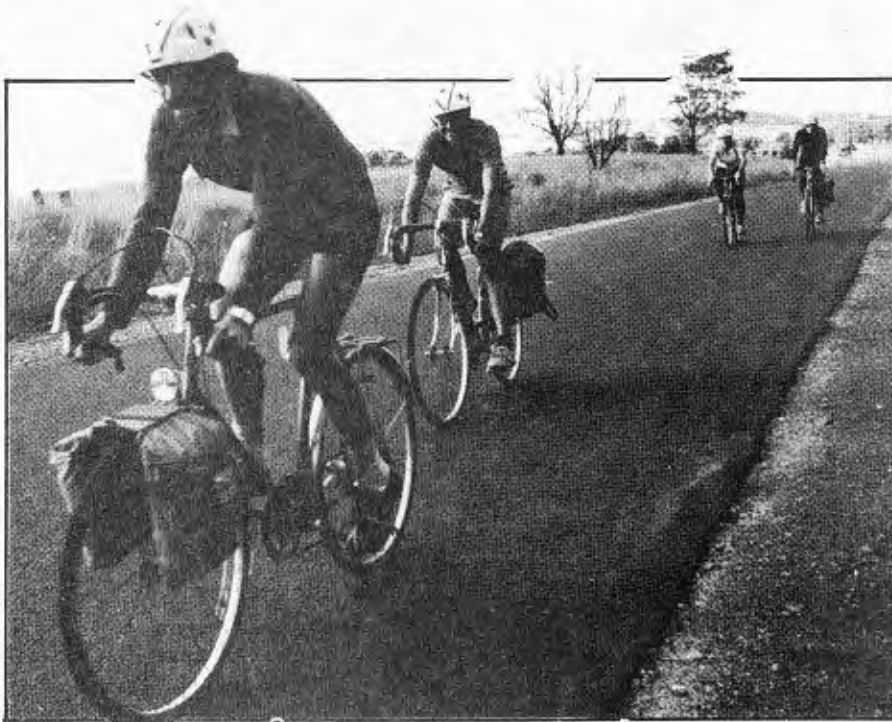
itself as a determined sou-wester and slowed the ripping descent on bitumen into Bungendore.

In this charming little town the devonshire tea industry experienced a cyclist led recovery and a continual stream of bikers traipsed through the tea room on their way to Queanbeyan. Of course the remaining 36km went effortlessly, a tribute to the sustaining powers of strawberry jam, scones and cream.

In Queanbeyan a delightful al fresco lunch was held in a city park prior to the departure of the various groups to their home destinations. The park farewell was a nice touch compared to a wet Canberra railway station last year. The final gathering tended to emphasize the personal nature of the ride and some even expressed the hope that TOSH will never be allowed to grow into a large ride for it will lose this very important quality.

I tend to agree on this point as with a small number of participants it is easier to feel that you are part of a group. The fact that the group supplies and prepares most of its food is also another socializing factor. However if the organizers were to alter the ride in any way it would probably be to have the catering done by local community groups in the towns visited along the way. A trial of this style of ride will occur this NSW October Long Weekend when Australian Cycle Trails stages its first Hunter Valley three day ride.

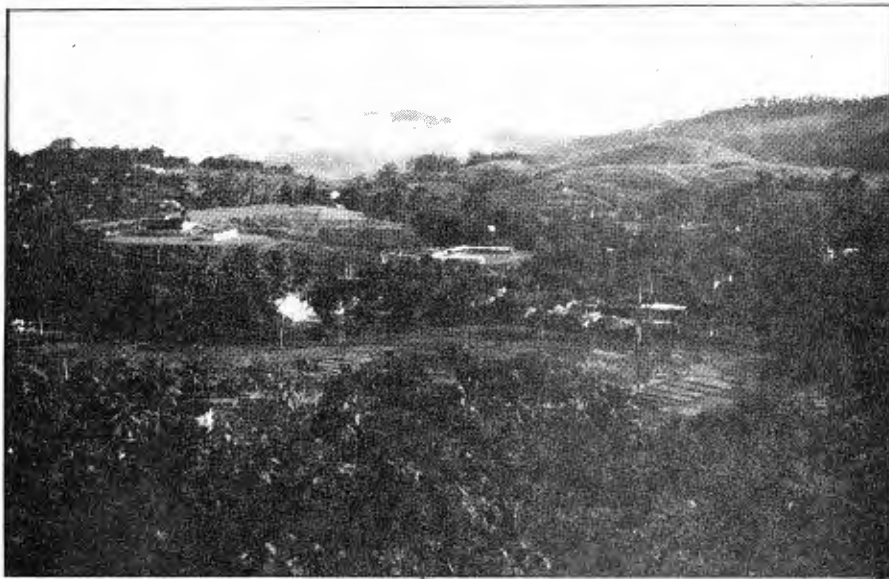
From the enthusiastic response to this year's TOSH there will be many familiar faces and friends who will be participating.



International Bicycle Travel

Serendipity

A tour through the island of Sri Lanka



A view of mist shrouded valleys near Haputale. The road up this hill can be seen below.

by Graham Massicks

Early last year, a friend and I planned a trip through the jungles of South East Asia. We hoped to cycle from Bangkok to Singapore, but since I finished work two weeks early, I decided to spend my spare time in Sri Lanka. It proved to be a fateful decision.

The island is called the Pearl of the Indian Ocean, and rightly so. From the palm fringed beaches to the high mountains it is a visual delight. I went in October and had all sorts of weather. At that time of year the monsoon moves across the island from the south west coast to the north east. It was always hot and humid. The days began bright and sunny, but the afternoons were unpredictable and I was caught in some heavy rain storms towards the end of the day.

The islanders were invariably curious about me and the bike. Ten-speeds are a rarity and wherever I stopped people would gather and inspect us both. Even on the move other bikers would start talking to me and this led to some unique encounters. One man invited me to his house for tea, and then extended the in-

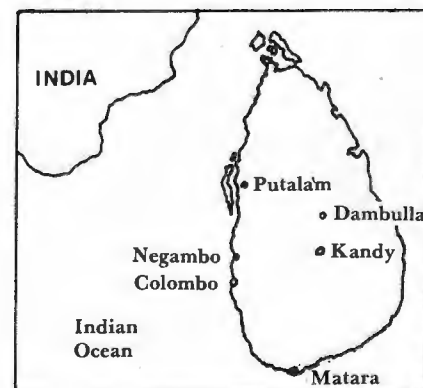
itation to supper and a bed for the night. His wife and daughters spoke no English but we had a great evening together. Having a wash by his well, watched by the children and a peacock was unforgettable. Another time I was invited to lunch by two brothers and their sister. Their house was in a village in the back of nowhere. It was a mud walled, thatched roof affair, and in the back was the village bakery! The whole family, four generations of them, turned out to meet me.

Although the tourist industry is quite developed and growing rapidly, one of the beauties of bike touring is that you stop in between the sights where no one else goes. At one quite large bank they apologised for the delay in cashing my travellers cheque, but since I was the first tourist to go there no one was too sure of the correct procedure! Judging by the fuss and commotion I was the first westerner to visit many of the roadside cafes as well. Where contact with tourists is more frequent I found a different reaction. The attitude was cooler and the interest had a financial basis. In one hotel near Hikadua I was blatantly overcharged, but after querying the bill it was reduced by a third.

Apart from the ever changing scenery, Sri Lanka has much to offer. It is steeped in history and the remnants of ancient and colonial cultures. There are hundreds of religious monuments to be seen. The most appealing to me was the temple at Dambulla and the temple of the Tooth at Kandy. The former is on the top of a rock outcrop, containing a thousand colourful statues of the Buddha, while the second houses one of the Buddhas molars and is a pink building set by the edge of a lake in the midst of the mountains. The Dutch left canals and forts, the Portugese built cathedrals in the middle of the jungle, while the mercurial English built roads, railways and plantations. They even left red letter boxes all over the place! Spectacular scenery can be seen from Adams Peak, but only between January and April. The mountain is an ancient attraction for pilgrims because Adam left his footprint there when he first stepped down to earth, or so they tell me.

Horton Plains is worth a visit for the view from a spot called the Worlds End. You must be there at dawn since as soon as the sun rises the view is obscured by clouds rising from the plains below. The catch is that the lookout is at seven thousand feet up the steepest and roughest road I have ever biked. There are three major wild life parks plus many minor ones. In fact Sri Lanka boasts the largest percentage acreage devoted to wildlife worldwide. There are two good surfing beaches, corals to snorkel over and plenty of uncrowded sand on which to soak up the sun. All that for between three and ten dollars a day makes for extremely good value.

As a rule I found the drivers very bike conscious and I usually felt very safe, but after eight years of accident free biking I had my first crash there. I saw the taxi and I presumed he had seen me. It looked close, but safe enough and then bang, my front pannier hit his offside wheel arch and I was on the road, shaken but completely unhurt. The bike was not so lucky. My pride and joy was a heap of twisted metal lying on a dusty road on the outskirts of Colombo, along with all my plans for Malaysia and Thailand. The emotional surge was nearly uncontrollable. I could have killed the driver and cried with disappointment at the same time. Thankfully I did neither. I had to cancel the rest of my trip and come directly to Sydney feeling robbed. Maybe next year I will be able to finish my trip.



Beware the Rides of March!

The Bicycle Institute of New South Wales Touring Calendar

The Bicycle Institute of New South Wales Touring Calendar first bloomed in the spring of 1977. In those quiet days it offered six conducted bike rides during a period of six months. Today it lists around forty every two months.

Membership of BINSW has now grown as a result. This is a good thing as it is the source of the voluntary labour and ideas upon which the rides are borne.

The whole purpose of the calendar is to promote the activity of touring around nearby areas by bicycle. From this flows a stream of attendant benefits: healthier leisure time, a springboard for growing cycle club membership and a genuine appreciation by all road-users of what it is like to pedal this unassuming machine. The calendar aims to attract anyone who can ride a bicycle regardless of race, creed or sense of direction. No one is obliged to be a member of anything. With this in mind the calendar is a copybook study in non-threatening promotion of outdoor ex-

ercise for it is easy to read and all the tours are clearly graded in phrases mercifully free of jargon:

E — Easy — for any person. No cycling experience necessary. M — Medium — for healthy adult and teenage cyclists with geared bicycles. MH — Medium/Hard — for fit teenagers and athletic adults. Distances up to 100 km/day. H — Hard — for experienced cyclists of above average ability. Distances may exceed 100 km/day and may be over difficult terrain. XH — Very Difficult — for very fit cyclists with extraordinary stamina and/or determination.

Tours are mainly scheduled for weekends but in this wondrous age of flexitime and leisure days a few midweek rides are arranged. They vary from half days to one and two days. One week tours are timed for school holidays and the unleashed dams of energy therein. Accommodation usually takes the form of a three-star tent pitched in a campground or the wilderness.

The rides are surveyed so that public transport terminals mark starting and finishing points. Groups often hop on a train to leapfrog the heady delights of suburban landscapes and spend all their time instead on country roads.

The calendar's gradual success is due in no small part to people belonging to BINSW and affiliated clubs whose time, thoughts and almost poetic ability with an adjustable spanner have made these conducted rides happen. Some lead, others organize behind the scenes. Since this is voluntary the tours are without fee or formality. Fresh helpers are harvested by mailed invitations which are sent out about three months prior to that particular calendar's publishing date. It is printed and distributed as an insert in BINSW's bi-monthly magazine *Push On* about one month before the first ride's starting date so that people won't feel too hurried in deciding whether to give their calves and thighs a born-again experience.

A great cross-section of the public has responded over the years. Instances of blind cyclists on tandems have popped a few myths. One deaf participant, enlightened by his tour leader's awareness and encouragement, took up cycling regularly.

The underrated value of the calendar was recognised by the Life Be In It campaign calendar organisers who, from January, '79 to August, '82, provided sponsorship to enable its free distribution to the public via bike shop counters. The sponsorship evaporated when the 'Life' campaign did likewise. In November, '82 the State Bicycle Advisory Committee carried the torch with a 12 month grant. The last two calendars have been paid for entirely by the Institute who say that they can now see substantial funds on the horizon for this year.

The Touring Calendar boasts the forging of many friendships and, to date, two marriages. Depending upon your outlook this is a gladdening sidelight or an aspect of significant repulsion. Whatever, the calendar has for six years quietly promoted the singular joy of getting atop a bicycle with others of like mind and, for awhile, leaving routine behind.

For any information on the calendar ring BINSW on (02) 264 8001.

Riders leave Kempsey on a cold winters morning in 1979. The ride they were participating in was one of the first to be advertised on the NSW bicycle Touring Calendar.



Equipment Review

Keeping out the Rain

A look at wet weather cycling gear

Way back in autumn 1978 in *Freewheeling* issue 2 we published a guide to wet weather cycling. As there was nothing available then we produced a description of the ideal cycling parka. The result: a silence broken only by the curses and moans of bicycle travellers as their rainwear proved inadequate and let them down.

Possibly its the 300% duty imposed on imported rainwear products or the relative smallness of the Australian bicycle scene that explains the lack of specialized all-weather apparel. Apart from a few capes bicycle travellers have had to go to the bushwalking shops to buy decent parkas or wet weather gear.

The only other alternative for the Aussie biker is to purchase from one of the many American and British mail order firms selling cycling rainwear. This is always risky if there is uncertainty about correct sizing.

In the meantime there are encouraging signs that the clouds are lifting and new equipment is on the way. Australian outdoor equipment manufacturer and retailer Paddy Pallin Pty Ltd has released a new parka designed with the bicycle rider in mind and other clothing suppliers are cautiously edging into the market. Hopefully within two years we should see a range of wet weather clothing available locally. In the meantime we look at three types of rainwear currently available.

Paddymade Gore-Tex Rain Jacket

Designed primarily for bushwalking this spacious parka is ideal for keeping reasonably dry on a bicycle. Of course with all that sweat it is impossible to keep completely dry but as the Gore-Tex fabric 'breathes' the amount of moisture floating around inside the jacket is kept to a reasonable level.

As it is important for the bicycle rider to be able to successfully ventilate the parka it must be designed to be worn either with the front completely or only partially fastened. This proved

to be the Paddymade's weakness. The main fastening device is a two way opening plastic tooth zipper with a full length velcro fastened weather flap over. Except for very cold off-bike conditions the zipper was never used as the operation of the flap is all important.

The Velcro material on the flap was difficult to use and the older the jacket gets the less effective the fastening becomes. Velcro requires a precise alignment of both of its mating strips to make a secure closure. This proved to be a difficult one-handed operation from the saddle of a moving bike. Press studs would have been much better.

The length of a jacket is an important consideration. Here the jackets bushwalking design criteria was apparent. For cycling conditions clothing can be either close fitting or loose fitting. For Australian touring conditions a loose fitting jacket is preferred. Except in extreme cold-wet conditions, where long leggings must be worn, most cycling is done in shorts. The Paddymade had ample length to protect the tops of shorts without being a restriction on leg movement.

Gore-Tex fabric and factory welded seams make this jacket waterproof from the outside but what about the old bicyclists problem of 'rain from the inside'? The Gore-Tex membrane allows water vapor to pass through the fabric allowing it to 'breathe'. For the average healthy rider the effect of the fabric is not enough to carry away litres of water vapor. For a specialist cycling jacket some extra venting is needed. The redeeming feature of the Paddymade jacket was its loose fitting which left enough space inside for air circulation.

The jacket was long enough to cover the back down past the saddle. Arms were also cut long and were fitted with an elasticized weather-proofing membrane inside the sleeve ends. Though this method of wind and waterproofing works well for the bushwalker it is too inflexible for the cyclist. Sleeves are natural air scoops into the jacket

and they need to be opened when the rain stops.

The fabric on the earlier model tested proved too bulky for lightweight touring conditions but Paddymade has since introduced a lighter fabric version that packs into a compact shape.

Bush walkers require hoods on their parkas but it is not as important a feature for cyclists. The hood on this jacket was large enough to fit over a cycling helmet which is fine off the bike. On the road this proved to be a restriction on side/rear visibility and hearing. Seldom is a hood of use to the travelling biker. Mostly hoods catch wind and billow out unless they are cut to fit close to the face. When a helmet is worn it is better not to use a hood.

To make this jacket into an excellent cycling garment a few additions and modifications will have to be made. In the meantime this jacket is the best that bushwalking rainwear currently has to offer the bicycle traveller.

Team Boating Jacket and Pants

For shorter journeys and occasional use the expense and fabric properties of the Gore-Tex jackets are not properly justified. At the budget end of the market rainwear is made of nylon or plastic. Both perform the same in the wet but nylon is the stronger fabric.



Synthetics such as plastic and nylon have the advantage of being brightly coloured and the Team outfit is a highly visible yellow.

This boating outfit probably works best for people in stationary activities such as fishing and power boating but for cyclists pumping away at the pedals for a day or so the ability of a garment to vent body moisture is of prime importance. The team jacket is made of plastic with welded seams and presents an impervious barrier to the rain.

On the inside however the plastic material tends to prevent any body generated moisture from escaping and the result is that most of it condenses on the inside of the jacket. On short runs this is only a minor inconvenience as the press studs provided on the front enabled moisture to be vented away. The exception was in the area of the sleeves. It is always difficult to vent this area and the team jacket left ones arms feeling slightly clammy after a half hours cycling.

The jacket has three ventilation holes opening up under the flap over the shoulder blade area. It does not have underarm vents. The hood has a drawstring fastening and is cut close for use with out headgear.

The plastic matching rain pants have an elasticized waist band and press

stud fastening on the bottoms of the trouser legs. In extended periods of rainy weather they would be acceptable but once again ventilation would be a problem. Rain pants for most bicyclists are only occasionally worn. As discussed earlier most bicycle travel in Australia is usually done in shorts. The Team pants would make an inexpensive emergency over-pants set for long, cold, winter mountain range descents but cycling in them for extended periods would dampen clothing due to the sweat produced from pedalling.

Round town cyclists will find this inexpensive outfit of most use as the waterproof qualities of the plastic and its small packed up size make it easy to carry in case of rain.

Hiker Biker Cyclists Cape

Wet weather clothing designed especially for the bicyclist has been with us for some time in the form of riding capes. The Hiker Biker Cape is one of the better models available. It comes packed up in its own compact travel pouch which even allows belt attachment.

The Hiker Biker cape is made from proofed nylon coated with the amazing Early Warning retro-reflective substance. This fabric reflects light back to its source and is an excellent safety addition to any bikers essential equipment. Thumb straps are provided for attachment and generally this method works well. The cape is also fit-

ted with a hood. The hood is reasonably close fitting and has drawstring closure. As suggested above when a helmet is worn the hood could be dispensed with entirely. A short zipper is provided to enable the neck opening to be closed securely.

In all this cape is strong and durable. Its proofed blue nylon fabric was strong and highly visible in car headlights at night. For round town use it should prove an excellent answer to those short journeys where dressing up for the weather needs to be minimal. On the road the wind does tend to blow the rain upwards slightly but the resulting wet bottoms of short pants is no more a problem than occurs when using a parka. The cape's open bottom provides good ventilation to carry away excess body moisture but this is not enough to reach the riders shoulders.

Specialist Rainwear

There is no doubt that any activity needs its own specialized equipment. Sooner rather than later Aussie bicyclists should see the release of purpose designed rainwear for daily use as well as longer journeys. At present it would seem that the shorter use situation is being attended to but what about those who want to travel on the open road? For the moment those people will have to make do with what other sports and activities have to offer.

More news on this subject as it comes to hand.

Freewheeling staffer Phil Somerville models the three garments tested in this survey. On the left is the Paddymade Gore-Tex bushwalking jacket, in the centre the Team plastic boating suit and on the right the Hiker Biker Early Warning nylon cycling cape.



International Bicycle Travel

Bicycle Danish

In the European country of Denmark bicycles are a way of life



by Charles Ferro

When she hears the short whine of the siren she pulls over. Two police officers step out of their car and do their duty. Five minutes later the young woman is standing there, staring at a ticket for a traffic violation. The scene is a familiar one. You have witnessed it before — at least you think you have. The difference being that the offender was riding a bicycle.

In Denmark, the bicycle is a major means of transportation. One million of the country's five million inhabitants ride bikes . . . daily! The Danes have made their traffic laws and facilities with two-wheeled, human-powered travel in mind, many of the ideas coming from the Dansk Cyklist Forbund (Danish Cycling Federation) which has worked hard to protect and improve conditions for pedalling Danes. The association also aids tourists who plan bicycling vacations in Denmark.

Denmark boasts hundreds of kilometres of bike paths, both urban

and rural. Some are parallel to roads, others set away entirely. From the capital, Copenhagen, one can ride north along the Baltic shoreline on a truly luxurious bicycle lane to a resplendent forested park with roaming herds of wild deer. For the ex-

perienced rider, there is the journey from Skagen (where the North and Baltic Seas meet) to the German border, a span of roughly over 300 km.

Prevailing to westerly winds help to ensure comfortable temperatures. Extreme heat, by Danish standards, is a balmy eighty, so you do not have to worry about melting in the summer. During winter accumulated snow is removed from the bicycle paths, but heavy snowfalls are a rarity. Winter does not stop the Danish cyclists, it just slows them down a bit. The DCF has produced a brochure *Bicycle Holidays in Denmark*, which you can get from the Danish Tourist Board.

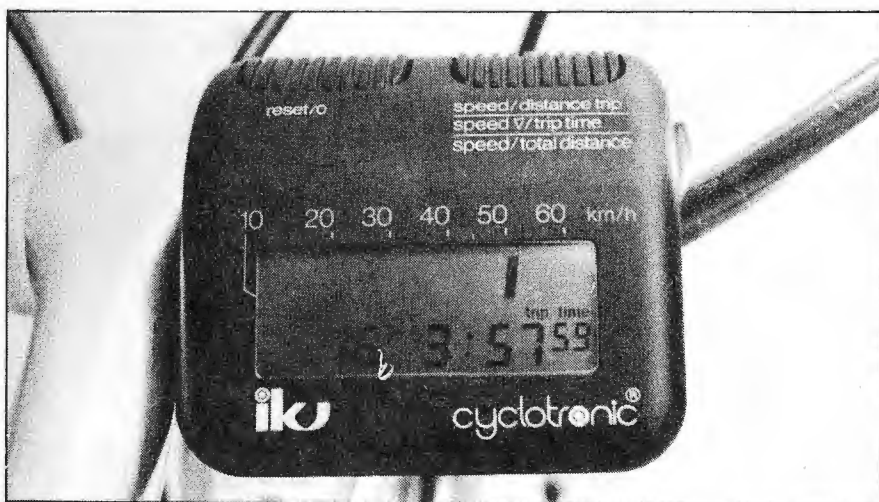
Denmark and the Dansk Cyklist Forbund will be hosts to the Alliance Internationale de Tourisme Rally in 1984. AIT is an international group of tourist organizations with headquarters in Geneva. Its membership is made up of groups involved with all sorts of touring — cycle associations among them. Their aim is to facilitate travel for its members and others, through the exchange of ideas. The Rally in '84 will be held in Roskilde, the week of July 22–28, 1984. The purpose behind the annual rally is to assemble bicyclists from all over the world and give them the opportunity to ride together through the natural areas, which the host country has to offer — and Denmark has a lot. Needless to say, it is also a cultural exchange.

From Roskilde, situated in the heart of Zealand, participants will be guided on various bike tours. There will be tours of 40, 70 and 100 kilometres to choose from as well as tandem arrangements for the blind. The opportunity to explore the Danish countryside on one's own is also possible. Being there, of course, will be the biggest thrill.

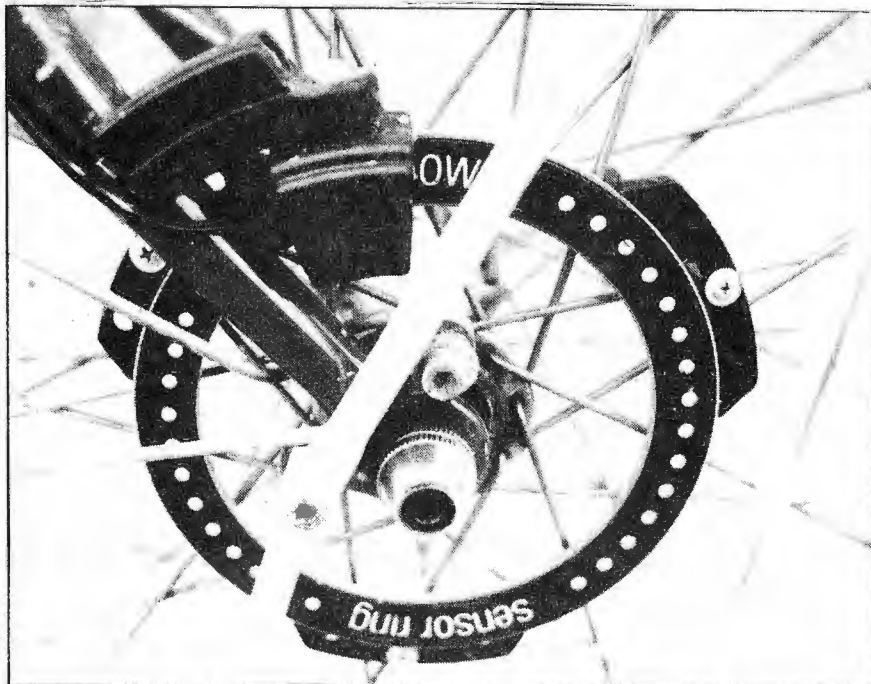


Equipment Review

The IKU Cyclocomputer



The IKU meter seen here displaying average speed, elapsed time (when the wheel is turning only) and maximum speed. The front sensor unit mounts on the fork independent of the wheel axle.



Reviewed by Warren Salomon

In just a few short years the world of computers has caught up with the bicycle. We are yet to see computer controlled gearing systems (a useful idea) but for the time being the kind of applications we can most expect to see and use are the calculator type speedometers pioneered by the Japanese.

The Dutch company IKU have now produced a very stylish and well engineered meter to prove that European design can still deliver high quality well thought-out products. The IKU Cyclotronic is compact, attractive and at the top end of the cyclocomputer market. Its excellent performance and operating features make it one of the better units of this type available worldwide.

The meter comes complete with full operating and fitting instructions compiled into a neat little owners manual the like of which many bicycle users will not be accustomed to. The manual itself also doubles as a log book with space for trip entries and personal details provided along with a small ball-point pen attached to the cover. The fitting instructions are all superbly illustrated with clear photographs and were easily followed throughout the installation process.

The meter is pre-programmed to accept any wheel size from 46 to 77cm diameter. A clever wheel measuring ruler, which enables the exact wheel size to be determined, is also supplied.

The Cyclotronic's fork mounting sensor makes no additional demands on the front wheel mounting and has the advantage of staying firmly in place when the wheel is removed. The wheel mounting magnet unit is heavier than all the other available brands but this is probably because it is required to power the meter by recharging the battery built into the computer unit.

HOW TO FIT A BIKE IN AN ENVELOPE.



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Cycle Grams Single \$1.25
Cycle Grams 5 pack \$4.95

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Nylon cable ties and handlebar spacing material are supplied to enable the main unit mounting bracket and its associated wiring to be securely fitted to the bike. The main unit clips neatly to the handlebar mounting bracket.

The Cyclotronic has a yellow tinted liquid crystal display unit which gives read out on the following functions: total distance from when the unit was first installed; trip distance; trip time; speed per hour in km; average speed; and maximum speed. The speed is displayed digitally (in numbers) or as a bar graph increasing in 2 km/h graduations. Maximum speed is also displayed by means of the speed bar graph (the last bar remains visible).

Fiddly operation and the relative ease in accidentally removing stored data has been a problem common with most meters to date. The IKU makes significant advances in solving these problems. Firstly the Cyclotronic is controlled by only two buttons - one a mode control switch the other a reset control. Accidental reset protection is provided by means of a three second delay on the operation of the reset control. The three positions of the mode control are printed on the face of the unit below the appropriate button.

The trip distance mode displays elapsed distance since the meter was

last reset while trip time is only recorded when the wheel of the bike is turning. This means that the average speed is a riding average and should not be confused with other meters which measure total elapsed time including stops.

The main unit clips on and off the mounting bracket and can easily be slipped into a shirt pocket when away from the bike. The compact shape is also enhanced by the IKU's rounded European styling. Its 'wrap over' shape is curiously reminiscent of 'melting clocks' in the paintings of Salvador Dali.

On the road the meter performed accurately and without problem for the test period of three months. During that time it was used in all kinds of weather conditions including a day of torrential rain. As the main unit has a built in lithium battery it never needs replacements and can be fully sealed against the weather. The Cyclotronic performed without problems of any kind indicating a degree of reliability not obtainable with mechanical odometers.

For further information on the use of electronic type speedometer/odometers (including a recommended method of data collection) refer to *Freewheeling* issue twenty.

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Rambling

Michael Burlace's touring column returns to the pages of Freewheeling.



Despite the abundance of plastic items for the home, there is quite a shortage of suitable ones for camping. Round containers seal better than square ones though they don't stack as well. Tupperware and its competitors are more suitable for packing panniers in than vice versa, being made for enormous Australian appetites and refrigerators.

Taking cooking ingredients has always been a problem for me. Some American friends put me onto some wonderful lids for 35mm film canisters which have shaker tops which suit such things as salt and pepper. The also allow one more of this society's pieces of rubbish not to take a trip to the tip.

They are called, fairly obviously, Film Can salt and pepper shaker lids. Your local camping store should have them. If not they are \$2.30 for two from Paddy Pallin, 69 Liverpool St, Sydney 2000. If you don't know anyone who uses 35mm film, call in to your nearest colour film processor and ask them. They usually have tons of empty canisters.

Speaking of things not making trips to tips, have you ever noticed how many good quiet roads suitable for cycling in comfort and peace go past the town tip. There's a moral there, but I'm not quite sure how to put it.

The Tupperware mentioned above which will fit your panniers is the first step along the road to the new bike box. Bicycles have been produced which fold, bend, collapse or come apart to fit into bike bags, cars, trains, baskets and office lifts. People are in-

creasingly seen carrying their bikes. The logical step is the bicycle built to be carried. It will be possible to ride it, but only just. The main purpose is to make the bike fully portable so it will go anywhere, even along fire trails as it will fit into your backpack, leaving enough room for food and the tools to reassemble it on top of Mt Jagungal for a photo session. I must be getting old. I remember the days when bicycles carried people.

"Take nothing but photographs, leave nothing but footprints" (tyre-prints?) has been around for a while. A recent addition to it seems to be "Kill nothing but time." Any more.

Survival is a new book put out by the AMP Society. It is aimed at surviving natural disasters and covers bush fires, cyclones, floods, exposure, isolation and earthquakes. The booklet is free. It doesn't tell you what your insurance is likely to cover.

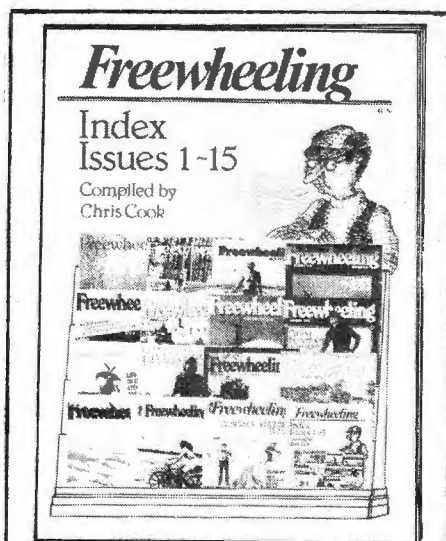
A Cremorne (Sydney) person hired a tandem from a shop which rents bicycles for riding in Centennial Park, also in Sydney. When a Queensland licence was offered as identification, the attendant studied the licence and then said, "Do you have an Australian licence?"

One of the joys of cycling is the people met along the way. The generosity of people in the country is well-known but some people can overdo it. An apple farmer just out of Batlow (NSW) at the foot of a substantial climb was selling his Jonathons at the roadside. I stopped to buy a few and ended up yarning about all sorts of things, the water, the council and so on. He refused to take any money and also refused to believe that a dozen extra apples would be a problem, thinking I was just being polite. I stuffed them in my already-loaded panniers and struggled up the hill. They kept me going for a few days, as did the kindness that brought them to me.

People take all manner of lighting equipment camping with them. You can see huge torches powered by up to half a dozen D-cells, pen-shaped penlites powered by AA-cells, various bike lights used as torches and reading lights plus the old faithfuls - candles. One of the neatest

ways to get a lot of light where you want it with a minimum of weight is to put your torch in your mouth and leave both hands free for pitching the tent or cooking. The Eveready No. 3551 mini pocket light throws a good beam, uses only two AA (penlite) batteries side by side and fits the average mouth as determined by the International Standards Association. It is cheap at a couple of dollars and is readily available. Pen-shaped penlites of a similar weight usually throw a less usable beam because they have a bulb with built-in lens.

Michael Burlace's touring digest column
Rambling appeared in issues three through to seven. After four years absence we are pleased to welcome Michael back and readers can look forward to more advice, information and oddities from the touring/bicycle travel scene.



The Freewheeling Index

At last the publication that completes any *Freewheeling* set — the Index of Issues 1 — 15.

This valuable reference is your key to the many technical articles, reviews, tour guides, reference articles and travel pieces locked away within the first fifteen issues of *Freewheeling*.

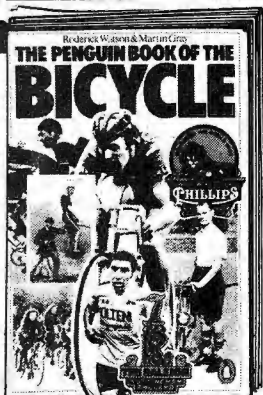
The index lists items under subject title and author with a special handy map reference to the many tour guides published so far.

The Index is illustrated with original cartoons by Phil Somerville making it a truly unique publication.

Order your copy today. No *Freewheeling* subscriber should be without one. \$2.00

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Freewheeling

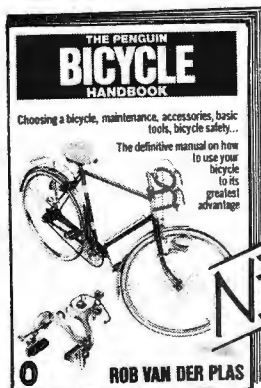
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BKPENBO The Penguin Book of the Bicycle

By Roderick Watson and Martin Gray
Richly illustrated, entertaining and packed with fascinating detail, this is a sparkling celebration of the bicycle, in all its forms and fashions. The book deals with the history, technical evolution and social aspects of the bicycle.

Penguin Books, Paperback, 334 pages.

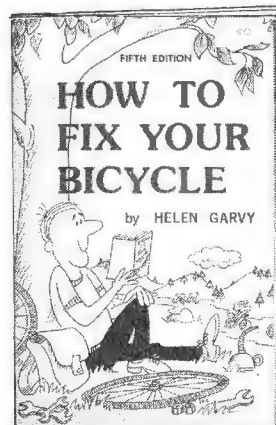


BKPENBI The Penguin Bicycle Handbook

By Rob Van Der Plas

A well illustrated book which provides a good introduction to bicycle maintenance and repair. The Handbook covers many other areas such as choosing a bicycle, gearing theory, safety, travelling by bike and cycling with children. However the book's strong point remains its treatment of the bicycle as a machine which is sometimes in need of repair. Illustrated with many clear line drawings.

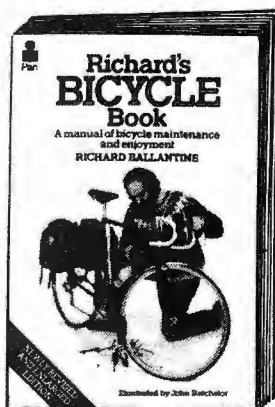
Penguin Books, Paperback, 284 pages.



How To Fix Your Bicycle by Helen Garvey

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John Forester

A professional engineer and dedicated cyclist for more than four decades, John Forester founded the discipline of cycling transportation engineering. In this book, he explains its principles, covers the demographics and economics of cycling, the effects of bicyclists on traffic, effective educational programs, improving bicycling facilities, government cycling policy, and much more.

"John Forester may be controversial but he is usually right." - Katie Moran, Executive Director, Bicycle Federation



BKBITRAN Bicycle Transportation

By John Forester

This is the first book to positively identify the principles of cycling transportation engineering. It should be a primary reference work for urban planners, traffic engineers, bicycle program specialists and cycling advocates alike. 'John Forester may be controversial but he is usually right.' A thought provoking book for any one with a keen interest in all issues of bicycling as a means of transport. The MIT Press, Hard bound, 394 pages with index.

Freewheeling MAIL ORDER STOCK & PRICE LIST APRIL '84

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Tee-Shirts Galore

Freewheeling limited edition Tee-Shirts are still available in the following designs. Once stocks have been exhausted the particular style and design will no longer be printed.



1983 Freewheeling Sydney to the 'gong Bicycle Tour Official Tee-Shirt

This year we decided to break away from last years formal logo design and produce a friendly shirt which could be worn on any occasion. We also decided to print these on 100% cotton and were lucky to be able to offer some sizes in the fashionable chinese style shirt with set-in sleeve and round neck. Our entire stock of 14—16 shirts sold out during the tour and a very limited number of shirts are available in 16—18 and 18—20 sizes.

As well as the white chinese shirts we had some 100% cotton buff coloured shirts printed. These are only available in 12 and 14.

A total of only 150 shirts were printed so hurry while stocks last. These shirts cost \$8.50 each plus postage and packing

(No p & p if included with other mail order items.)



Freewheeling — One for the Road

Our own design shirt still selling well in Pink, Blue, White or Buff poly/cotton with raglan sleeve. This 2 colour designer shirt was printed as a limited edition. Some colours in some sizes have sold out. Remaining shirts are available in the following sizes and colours: 10, 14, 16, 18, 20.

Please specify alternate colour in case 1st choice colour sells out.

These shirts cost \$7.50 plus postage and packing. (No p & p if included with other mail order items.)

Prices on books, accessories and travel packages do not include postage and handling charges

Freewheeling Bicycle Travel

So you want to go bicycle touring and rediscover the great Australian outdoors. But where do you go? Where can you stay and how can you best find out what delights are waiting to be found?

Freewheeling Bicycle Travel aims to answer these questions by providing you with touring information packages on the prime touring areas of Australia. Each package consists of cyclist information (guides, magazine articles, books etc.) tourist information (accommodation details, points of interest) and where possible detailed maps in a usable scale. Packages are continually being improved so be sure you order from a current price list or send today for an up to date catalogue and order form.

Please note that where a tour package contains Government tourist information obtained free, these publications are included free also. When ordering, check the list of package contents carefully as some contain books and magazines listed elsewhere in the catalogue.

New packages for Autumn 1984 (For prices refer to back of order form).

T3002 The Strzelecki Ranges

Superb touring in the mountain ranges of eastern Gippsland. The package describes two comprehensive routes in the area written by the experienced tourer Peter Signorini.

- Major article with route map illustrations and tour information describing a long tour covering the best touring roads in the area.
- 1 copy of *Freewheeling* issue 5 containing a short tour through the area.
- 1 copy of the Warragul 1:250 000 topographic map of the area. This map is easy to read, has contour markings and is of an ideal scale for touring.
- Government touring information on the area including accommodation and points of interest.

T2004 Snowy Mountains NSW

A completely revised and upgraded package of this popular summer touring area with a special guide on the great "Loop Route" by Warren Salomon which includes elevation charts of the journey. The package also includes a report of a journey from Bega on the coast to Albury via the Snowys. Package contents:

- 1 copy *Freewheeling* 12 containing two articles on touring in the region.

- Tour Guide to the Snowy Mountains Loop
- Tour Guide Bega to Albury Via Thredbo
- 1 copy of the excellent Kosciusko National Park map by the NSW Central Mapping Authority
- NSW Government tourist information on the area describing accommodations and points of interest.

Existing packages updated for 1984

T1001 Pacific Coast Cycle Trail

A guide to this popular bicycling route along the populated coastal plain between the large cities of Brisbane and Sydney.

Package contents:

- Copies of *Freewheeling* 4 and 6 plus a reprint from *Freewheeling* 10 (now out of print) containing route information for the three sections of the trail.
- NSW Government tourist information containing details of accommodations and points of interest along the way.

T1002 Southern Cross Cycle Trail

This package describes the major trail linking Australia's two largest cities: Melbourne and Sydney.

Package contents:

- Copies of *Freewheeling* issues 4, 12 and 14 containing route guides to the three sections of the route.
- NSW and Victorian Government touring information describing accommodations and points of interest along the route.

T7001 Tasmania

This specialist package contains general tour information as well as a detailed guide to the popular East Coast Road by Warren Salomon.

Package contents:

- Copies of *Freewheeling* issues 8 and 13 containing a general introduction to touring the island plus a twelve page guide describing the East Coast Road between Hobart and Launceston.
- 1 copy of the Tasmanian Visitors Guide describing all accommodations and points of interest for the entire state.
- Official Government Tourist Map in a reasonable scale for cycling.

T1003 Pacific Coast and Southern Cross Cycle Trail

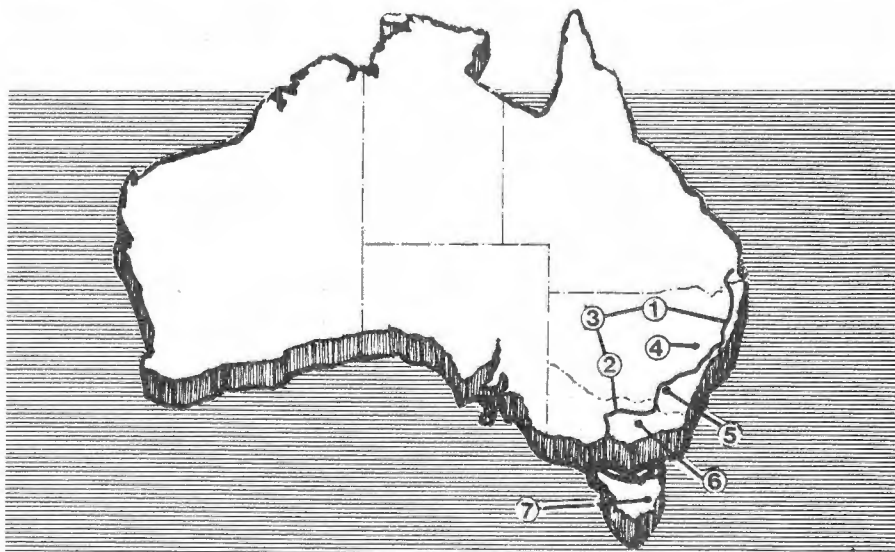
This package is a compilation of the individual cycle trail packages FBT1001 and FBT1002 with the duplicated material removed.

T2001 Blue Mountains

This area is for those seeking real adventure and breathtaking scenery along roads of every type. The very good touring guide book *The Blue Mountains — A guide for Bicyclists* forms the basis for this package which was written to be read with the map included in the package. Many of the roads described by Jim Smith in his book would be ideal for the newer type of all-terrain bicycle.

Package contents:

- 1 copy of *The Blue Mountains — a Guide for Bicyclists* by Jim Smith
- Blue Mountains and Burragorang NSW Central Mapping Authority tourist map
- NSW Government tourist information describing accommodations and points of interest in the area.



Location of Freewheeling Bicycle Travel Packages: 1. Pacific Coast Cycle Trail. 2. Southern Cross Cycle Trail. 3. Pacific Coast and Southern Cross Cycle Trail. 4. Blue Mountains. 5. Snowy Mountains, N.S.W. 6. The Strzelecki Ranges. 7. Tasmania.

One for the Road



During late 1983 forty one boys from St Laurence's College, Brisbane, completed a 750 km cyclethon for the Leukemia Foundation. The aim of the cyclethon was to assist in raising funds for a building of a bone marrow transplant unit in Brisbane. Our photos show here the boys during the various stages of the ride. They were assisted by a back up crew of 15 including four Army para-medics from the 11th Field Ambulance, Enoggera. Photographs by Damien Brady.

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The raffle will be drawn at the Penrith City Championships Open BMX Race held on 21st of October at the WDBMXC track, Hickeys Lane, Penrith.

For tickets fill in the form below and forward to: Off-Road Raffle, Western Districts BMX Club, P.O. Box 6, Cambridge Park, NSW 2750.

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One for the Road

Brisbane Cyclists Get Mailed West Aussies off to Bali

The Cycle Touring Association of West Australia will be staging its first international bicycle tour this May when a group of its members will visit Bali.

The aim of the tour is to see the sights and to participate in the colourful lifestyle and culture of the Balinese

people. Daily Riding distances will be in the vicinity of 80km and the fourteen riders will visit all the major towns and attractions on the island.

The Cycle Touring Association of WA runs a regular programme of tours for members in the south west and can be contacted through the Secretary, PO Box 174, Wembley WA, 6014. Telephone (09) 447 8166

Wildtrek Winter Classic – Another kind of Triathlon

The Wildtrek Adventure travel organization has announced the dates of its second annual winter classic to be held in the Omeo area of Victoria. The event consists of 20km cross country skiing, 17km cross country run, 30km cycle, 15km white water canoeing, 8km cross country run, 11km cycle cross and 15km white water canoeing held in stages over two days on the 21st and 22nd of July.

Competitors must be over 17 years of age and teams of two persons may compete for overall teams prize. Full details can be obtained from Wildtrek in Melbourne and Sydney. Telephone (03) 67 7196 or (02) 29 2307.

Sealed Shoulders and Freeways

The Bicycle Institute of Victoria has received a big boost in its campaign to gain access for cyclists on main road shoulders and freeway brakedown lanes. In discussions with the Chairman of the Road Construction Authority Tom Russell, the BIV rep Harry Barber, was able to get an assurance that the RCA would look favorably at providing sealed edges suitable for use by cyclists on all new construction work.

Sealed edges on main roads and urban freeways have advantages for others apart from the cyclist. They reduce edge maintenance and most importantly they cut down the amount of moisture which can seep under the road surface and cause the surface to break up.

South Australia looks like taking a lead from the other states by including in their new Bikeway Design Manual a section relating to the use of sealed shoulders by cyclists. The section states in part. "Where a road is unkerbed, a sealed bike lane between the motor vehicle lane and an unsealed shoulder is preferred to the use of the shoulder by cyclists."

Cyclists Tackle a Juggernaut

In NSW bike advocates are still trying to get the Department of Main Roads to recognise their existence. In Newcastle negotiations between the DMR and the local advocate group the Newcastle Cycleways Movement have reached a standstill over the important issue of providing integrated cycleway



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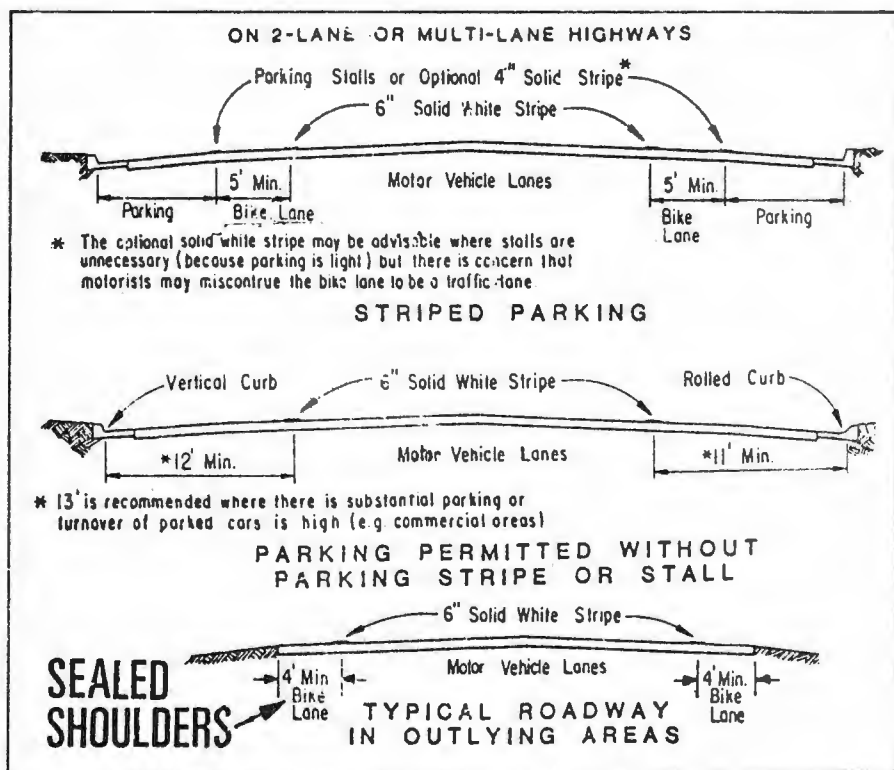
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One for the Road



Caltrans manual

facilities as part of a new interchange involving State Highway 23. Discussions have broken down at a local level and the DMR say that their head office in Sydney will need to resolve the issue.

The DMR is one of the largest and most powerful bureaucracies in the state and at times acts as if it is a law unto itself. Its main client organizations are the various influential motoring lobby groups so most of its planning is done to serve those interests. Political influence on this administrative giant, which is often weak, has been further eroded by the progression of 'temporary' ministers which have passed through the department in the last few months as the result of cabinet re-shuffles.

Frustrations with the DMR have been long standing within the cycling community and a backward glance through the pages of this journal will provide some interesting insights into the current dispute and the Department's intransigence.

One example of the arrogant and antagonistic attitude towards bicycle riders from within the Department is

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One for the Road

epitomized in the story about the DMR research being done unofficially and unsolicited for the State Bicycle Committee. It seems that one DMR zealot thought that the best kind of information to supply to the SBAC was a collection of data purporting to show how much bicycles inconvenienced main road traffic. He was even prepared to collate the data and possibly show that a lone bicycle rider on Parramatta Road slowed the traffic flow by 0.002547

minutes. You can bet your bike chain that his data won't show how much inconvenience is caused by uncoordinated DMR traffic lights.

Finally on the subject of traffic lights: The DMR has just realized (ten years behind some other states) that roundabouts are a cheaper and safer alternative to traffic lights in effective intersection control. Not only are the roundabouts safer but they allow quicker passage through the intersec-

tion by all vehicles. Maybe our DMR boffin is already calculating how many cyclists it would take to slow the roundabout up so that traffic lights would handle the intersection more efficiently.

As Minister for Transport Barry Unsworth may not have direct jurisdiction over the DMR but he will soon find that without their cooperation nothing much of any consequence can happen in the bicycle policy area.

City Council Still Silent on Cyclers Fiasco

In recent elections for the Sydney City Council the ruling Labor party was reduced to a governing minority as a number of new independents won office. It would now seem that the residents of the city are less than pleased with the council's performance and if the cyclers bungle at Kelly Street Ultimo is any indication then the council will have to provide adequate solutions instead of hoping the issue will just go away.

The Bicycle Institute of NSW has indicated that it intends to pursue the matter until a just result is reached. They agree with the local cyclists who say that the alternative proposed by the council officers is a gross step backward in city traffic management. Already the new traffic measures are producing traffic snarls in what was once a quiet inner city area.

Alan Parker Turns 'Pro'

Alan Parker one of Australia's most outspoken bicycle advocates has accepted a position as bicycle planner on a new Community Employment Programme in suburban Melbourne.

Alan's job is part of a \$2.5million scheme to build 16km of bicycle paths along side the Maribyrnong River in Melbourne's north western suburbs. The scheme which employs a planning team of four people will provide a new north/south bike route into the city.

Alan has taken leave of absence from his honorary position as Research Director of the Bicycle Institute of Victoria for the duration of his new job.

Cycle Safety Course

A safety programme for all kids who ride bikes is to be held at Stewart Park Wollongong on Tuesday the 15th of May. The maintenance side of the course will be run by David Hansen from Spearman Cycles and will show kids how to keep their bikes safe and in good working order.

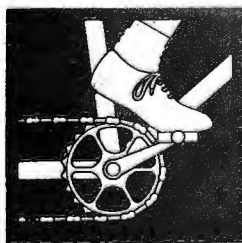
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Constable Ray Potter will demonstrate the road rules and then the group will ride along the cycleway with a responsible adult as leader.

Bicycles should be bought by all children participating and hire bikes are available for those who want to try before they buy. Enrollments can be made by phoning (042) 29 9133.

Vintage Cycle Club of Victoria

The Vintage Cycle Club of Victoria was founded on Australia Day, 1983, in Fitzroy Gardens, Melbourne, by a handful of devotees with a love of early cycles and cycling. Since that time membership and interest has grown steadily.



Penny Farthing racing (yes, really) is conducted both in Victoria and interstate with the national championships being held at Evandale-- a National Trust historic township near Launceston, Tasmania at the end of February each year.

Strathalbyn, near Adelaide, featured an interstate challenge meeting on March 24 this year and owing to its great success will become an annual event. International representation is anticipated in 1986.

Static displays of vintage and special interest cycles, cycle memorabilia and parade riding are all regular features of the club's activities. Some of the services it offers are assistance in identification, historic dating and information on restoration. New members are welcomed, without regard to age or sex.

Close interaction with like-minded clubs is maintained, instances including the Penny Farthing club of South Australia and the Velocipede and High Wheelmen's Club of Tasmania. Future liaisons with overseas clubs such as The League of American Wheelmen

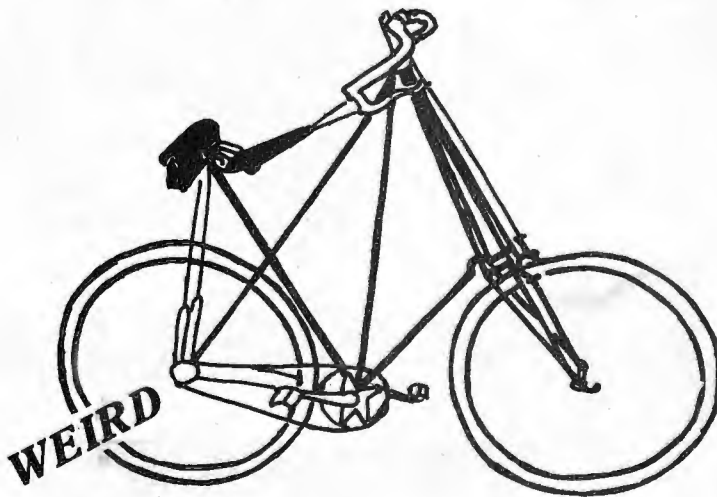
in the United States and The Southern Veterans Cyclists in the U.K. are desired.

Preliminary planning is proceeding for a multi-stage Penny Farthing Classic

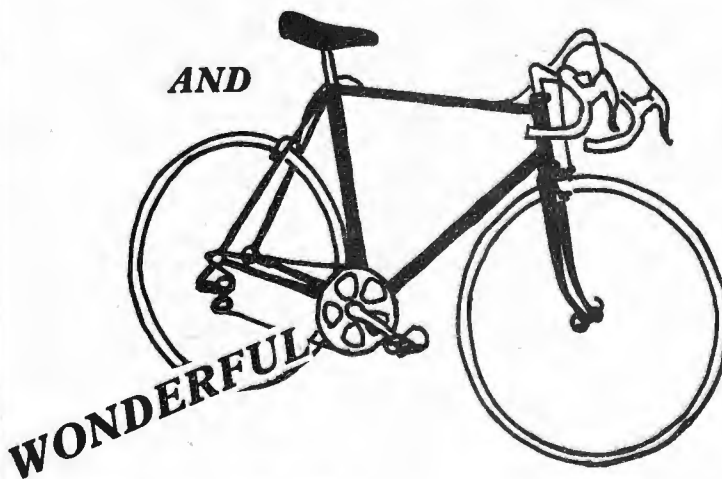
Race, embracing both teams and individuals. It would be run from Adelaide to Melbourne thus tying in with Victoria's 150th birthday celebrations. Interest is high with teams already being formed.

For further information about the VCCV contact the Secretary c/- 3 Merton Street, Caulfield, Victoria 3161. Telephone (03) 527 5759. The club President is Harry Clarke, Vice President Paul Farren and the Secretary Kim Fawkes.

Inner City Cycles make Bikes



AND

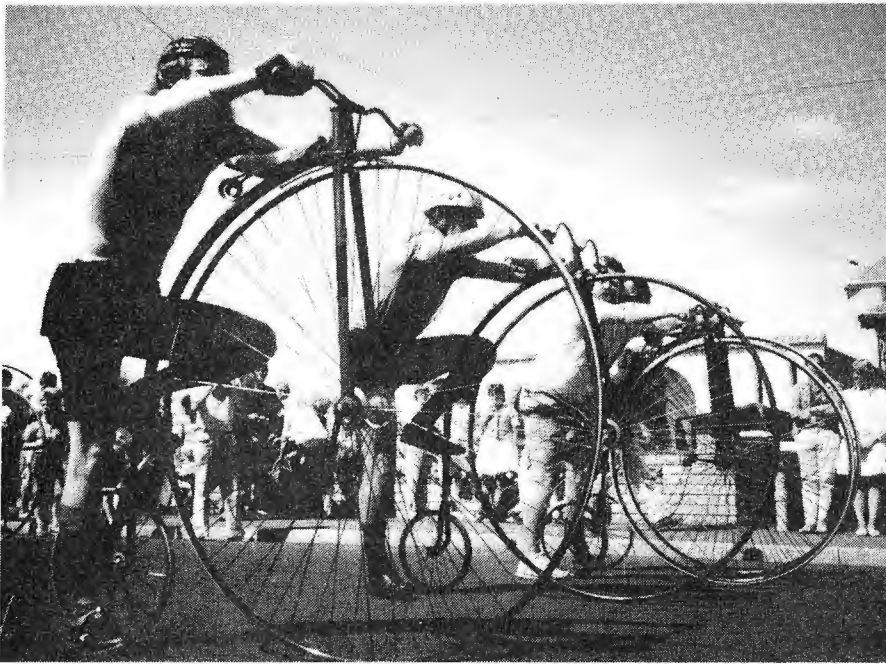


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One for the Road



Ready..set... Entrants in the popular Evandale (Tasmania) penny farthing races prepare to mount their machines during the annual festival.

New Transport Supremo in NSW

Following the recent state election where the governing Labor party's majority was reduced a new Minister for Transport has been appointed to oversee, among other things, the State's \$330 000 a year bicycle budget.

In a post election cabinet shake-up the Premier Neville Wran has appointed Member of the Legislative Council and ex Trades and Labor Council secretary Barry Unsworth to replace former public servant (with the Department of Main Roads) Peter Cox as minister.

The Bicycle budget received an extra boost prior to polling day when the Premier released a statement promising the State Bicycle Advisory Committee an increased annual budget of \$1 000 000 per year. This statement came as a result of an exchange of telexes between the Premier and the Bicycle Institute of NSW.

The result is a big boost for cycling in New South Wales where previously important cycling projects such as the Newcastle Bike Plan have been starved of funds.

TOURLITE HELMET **BELL**

One for the Road

As yet there has been no indication by the new Minister as to his attitude on cycling matters.

Victorian campaign to save head injuries

"Over 1200 bicycle riders are killed or injured on our roads each year", said the Victorian Minister of Transport, Mr. Steve Crabb.

So far this year 6 have died, compared with 10 at the same time last year.

Launching a special bicycle helmet campaign recently to coincide with Bike Week, Mr. Crabb said that one out of every two of these casualties were school age children.

"Bicycle riding should be encouraged as a healthy pastime, but care, as in any activity, should be taken," Mr. Crabb said.

"Many bike deaths and injuries could have been prevented had riders been wearing approved helmets," he said. About 85 per cent of cyclists fatalities have head injuries.

"The campaign being launched by the Road Traffic Authority uses the slogan: 'Use your head and save your kids'.

"The thrust of the campaign is aimed at parents to tell them the dangers their children face while riding a bicycle, and to motivate parents to buy a helmet and insist that it be worn every time a child rides a bicycle."

"It is hoped that this campaign will make parents much more aware of the potential dangers their children face."

"In the case of accidents involving children, a large proportion happen within a few blocks of where they live, in quiet side streets, when children are relaxed and using their bikes for play."

"So it's equally important to get them into a helmet on the weekends and after school, as it is riding to and from school."

Bike Plan for Year 2000

Cyclists one day will be able to ride safely through central Melbourne and the inner suburbs, under an ambitious

"Concept 2000" bicycle plan announced recently.

Concept 2000 is a bicycle network plan for the year 2000, linking Melbourne's inner suburban bicycle paths. It was released for public comment today by the Minister for Planning and Environment, Mr. Evan Walker, and the Minister for Transport, Mr. Steve Crabb.

The study has been done by the Ministry for Planning and Environment, in consultation with councils, community groups and government agencies, including the State Bicycle Committee.

If proposals are adopted, it would provide a continuous bicycle route along the Yarra, from the present bike path alongside Alexandra Avenue down to the docks.

Safe bike routes will criss-cross the Central Business District, run around most of the Bay coastline, and provide a continuous network throughout inner suburbs.

The proposal, if fully implemented, would cost \$25.5 million, spread over 17 years, and would involve construc-



One for the Road

ting up to 21 new bridges and about 200km of off-road bike paths.

"The Government is committed to including bicycles in its transport planning," Mr. Crabb said.

"This concept is a start at drawing up a plan everyone can agree on, to prevent a piecemeal approach to planning bicycle routes. Continuity is what it's all about — cyclists don't want to keep running up against dead ends, traffic hazards and geographical barriers."

Commenting on the costs of such a bicycle network, Planning and Environment Minister, Mr. Walker said some of the network is already built but in some cases does not join up.

Other network sections were already under construction, using Community Employment Program funding, or State Bicycle Committee funding, together with municipal council monies.

He said \$2.2 million was recently provided by Commonwealth and State Governments to build bike paths in Melbourne's inner suburbs, and negotiations are underway with

several local councils to start work on these projects.

"Bikes are not only fun, and keep people fit", Mr. Walker said, "they don't use petrol, so they keep the air cleaner."

"By the year 2000, it's estimated that bikes will account for more than twice the number of trips than at present, compared to cars and public transport."

"We need to start planning now for increased bicycle use in the next few years. It's clear that many organisations are willing to share the costs of cycleways."

The report, "Bicycle Network Planning", is available free of charge from the Ministry of Transport, 2nd Floor, 600 Collins Street, Melbourne.

Trowell Wins 'Oscar'

Olympian Gary Trowell has won the Oppy Oscar for the outstanding cycling performance in Australia during 1983. The award is sponsored by Malvern Star and organised by the Retail Cycle Traders of Australia. The

prize is an overseas tour. The previous winner was Steel Bishop who used his prize to take out the World Title in Helsinki.

Trowell won the award for his brilliant ride in the Commonwealth Bank-sponsored Brisbane to Sydney classic. He also won the Australian Amateur road racing championship, but it was his win in the Classic — a ride in which he beat six international teams — that won him the award ahead of riders like Bishop (Sydney thousand, Aust. pursuit title), Shane Sutton (Sun Tour), Terry Hammond (Aust. Road Title) and Kelvin Poole (triple amateur track champion).

The Manager of Malvern Star, Mr. Phillip Watts, joined Sir Hubert Opperman and Gary Trowell on the stand to make the presentation.

Mr. Watts said Malvern Star's sponsorship of the Oppy Oscar award, like the sponsorship of the Australian Olympic Team, was part of the support Malvern Star would be giving to cycling and particularly the specialist cycle retailer. Gary Trowell pointed out that he would not be able to use

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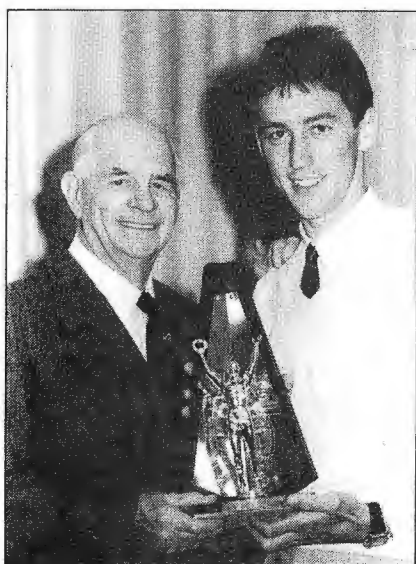
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his prize immediately, he is already heading off to Europe with the Olympic Team to get hard racing in preparation for L.A. However he said that after the Games there would be many more challenges.

New Bicycle Group

A new association of bicyclists has recently been formed in Sydney. Cyclists from the inner city Municipalities of Marrickville, Leichhardt and Sydney have formed the Inner West Bicycle Group.

For some time cyclists in the inner west have been frustrated by the appalling road conditions in the area and the poor or non-existent endeavours of the local councils bicycle planning and education programs. The Inner West Bicycle Group intends to promote bicycle activities, improve cycling conditions and increase the range of services available.

The group meets on the second Tuesday of each month, Newtown Neighbourhood Centre, 7.30 p.m. (next meeting Tuesday, June 12). For further information contact Robert Yates (02) 517 2948 (ah).

Brisbane Cyclists Get "Malled"

Government authorities in Queensland have a number of reac-

tions to cyclists. The first reaction is to ignore them and hope that they go away. This was quite common in the past but due to the ever-increasing popularity of the bicycle as a form of transport and recreation it is becoming harder for the authorities to ignore bicyclists.

The second is tokenism. The decision makers decide to build a bikeway here, a bikeway there, and feel that cyclists should be happy. However, when cyclists fail to use the (often) inadequate facilities we are made to feel ungrateful. The third reaction is to ban cyclists and their bicycles.

In Brisbane the authorities react in all three ways. The worst example of cyclists being banned is in the Queen Street Mall. Bicycles are completely banned from being in the mall: in fact bicycles cannot even be walked through. The reason given for this policy is that people riding through the mall would endanger pedestrians. The care of pedestrians is, of course, the number one priority. However, the banning of bicycles should require that provision is made for secure bicy-

LIFECYCLE

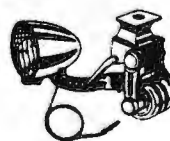


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One for the Road

cle parking facilities on or near the mall.

The Main Roads Department completely ignores cyclists. The Main Roads continues to build roads and repair existing roads without any regard for cyclists. It would be so easy to build roads with slightly wider kerb-side lanes and this would greatly enhance the viability of cycling in Brisbane. It is noteworthy that in Perth the Main Roads are constructed with 1000 km of bike lanes on rural roads by the inclusion of hard shoulders. The new Gateway Bridge has no provision for cyclists which when combined with the removal of the cross-river ferry service, will mean cyclists will be without a safe crossing of the river.

The Queensland Railways are to continue their policy of banning the carriage of bicycles on electric trains. The Transport Minister, Done Lane, in a reply to the Brisbane Bicycle Touring Association's representations argued that bicycles are banned on the electric trains because 'inconvenience and possible injury would be caused

to other passengers . . . damage to units would occur, such as pedals tearing seats, and grease or oil dropping on to carpets or staining other passengers' clothing.'

This is utter nonsense. Bicycles do not 'drop' oil! Bicycles would not be placed on seats! Passengers would not normally crawl next to bicycle chains! Other State Railways allow the carriage of bicycles on trains, why not Queensland?!

**Peter Brandis from
Brisbane Bicycle Touring Association
Newsletter.**

Bike Trek Around Australia

Japanese university student, Katsumi Shimamura, was farewelled by the Lord Mayor of Sydney, Alderman Doug Sutherland, at the Sydney Town Hall on the next leg of his round-Australia bicycle trip.

Katsumi, who was sponsored by Red Tulip Chocolates, is covering 6000 kilometres from Brisbane through Sydney, Melbourne and Adelaide to Perth. Aged 23 years and an Economics student at Nagoya



University, he brought a letter of greetings under official seal from the Lord Mayor of his home city (Nagoya) to Ald. Sutherland.

He has previously cycled around the United Kingdom, Europe and the United States.

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One for the Road

Perth Bikeplan

In the item on Brisbane's First Bikeplan ("One for the Road", *Freewheeling*, March/April 1984), Phil Heywood mistakenly stated that there had been preparation and free distribution of bikemaps in Perth. In fact, the only major activity of this nature to date in Perth has been of a booklet and map for what is known as the "Around the River Ride", published by the W.A. Department of Youth, Sport and Recreation.

That is not to say that there has not been a substantial amount of effort and money put into cycling facilities in Perth. The Western Australian Government, through its Bicycle Policy Committee, local authorities and the Main Roads Department have all contributed to what is rapidly becoming an important part of our transport and recreation infrastructure. The emphasis, so far, has been on the provision of dual-use (pedestrian/cycle) paths.

However, although there have been individual local area plans produced

by some local authorities, there has been no overall framework for the metropolitan area within which detailed planning, design and construction of facilities could take place. Nor has there been a co-ordinated programme of education, encouragement and enforcement.

In short, there is no Bikeplan for Perth. But that is about to change. In November of 1983, the Western Australian Government approved the establishment of a study team to develop a Bicycle Plan for Perth. It is anticipated that the full team will be brought together in April, and the groundwork is already under way. The team has been given 12 months to produce the plan.

In a departure from the practice with other State's Bikeplans since Geelong, Western Australia has opted not to engage consultants to develop the Bikeplan for Perth. With the exception of the Team leader, the members of the Study Team are being drawn from appropriate Government departments. This may have impor-

tant benefits when it comes to implementation of the plan's recommendations, as the accumulated knowledge and expertise will continue to be available directly to State and local government authorities.

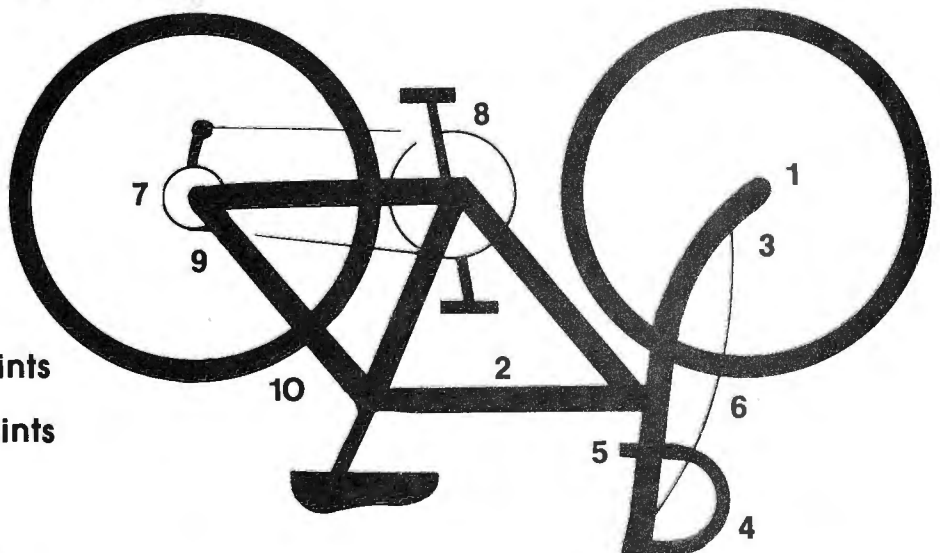
We are aiming to take full advantage of not being first in the field, by following the best of what has been done elsewhere and attempting to improve on some less satisfactory aspects of other Bikeplans. We are also able to build on what has been achieved over the past few years in Perth itself.

In this respect, we would welcome comments or submissions from any *Freewheeling* readers who feel that any aspects of bicycle planning or facilities, in Perth or elsewhere in Australia, are less than satisfactory or deserve special commendation. Comments or submissions should be addressed to: Mr. Ian Ker, Team Leader, Perth Bikeplan, 8th Floor, 22 St. George's Terrace, Perth, W.A., 6000. Our telephone number is (09) 325 7088.

by Ian Kerr

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9. Drive chain
10. Rear brake pivot points



Write On

Caution — Diversion Ahead

I support the points put forward by Warren Salomon regarding bikeways in your March/April issue.

It should also be realized that many bikeways are useless and at worst dangerous for those cyclists who try to use them to get from A to B. This has as much to do with the 'recreational' cyclists, who appear to have no concept of the speed of the A to B cyclist, as it does with the condition and standard of construction of the path itself.

In fairness I do not think it is entirely the fault of bureaucrats or politi-

cians that we have inherited this bikeway problem. It is partly the fault of the cycling movement if state and local politicians are allowed to get away with the claim that by constructing a few bike paths they are doing something for the majority of cyclists.

There is clear evidence in my area that at least one council is after bike path money to construct 'footpaths' on the cheap. Worse still attempts have been made to put bikeways through areas that are environmentally sensitive or over routes that are not of an adequate width to handle both pedestrian and cycle traffic. This has

upset conservationists, walkers and aged pedestrians and alienated the very people we would normally look to for support.

Many activist cyclists allowed themselves to be caught up in battles to have these absurdities installed. As a further consequence of such involvement these cyclists were lost as a resource in lobbying for the provision of safety measures for cyclists precisely where bicycling is meant to take place — on the road!

Rod Bryant
Chairman,
Traffic Action, Victoria.

Ian Taylor



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