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1984
REFED
Freewheeling
Sydney to the 'gong

Freewheeling

**Technology and
the Olympics**

**Preparing for
a tour**

**Get fit
Ride a
bicycle**



DESIGN EXCELLENCE

FROM REPCO

FRAME SIZES: 21" 23" 25" Angles —
Seat tube 74.3° Head tube 74.3°
FRAME: Tange Champion No. 1 Main
tubes, Cro-Mo rear stays, GSV1
Dropouts, brazed on Cable Tunnels
and Guides, Woottle fittings, Gear
Lever Boss, Chain Rest
FORK: Cro-Mo, CCL, Chrome Crown
Top, Forged TF Ends
STEM: Nitto — Technomic alloy
BRAKES: Suntour Superbe CB3100,
Gum Hoods on Levers

MEDALIST — 12 Speed

H/BARS: SR-CTD 390mm alloy
CRANK SET: Sugino — Aero Mighty,
52-42 rings
PEDALS: KKT — Pro Vic. with toe clips
& straps
DERAILLEUR: Suntour — Cyclone II
front & rear
GEAR LEVER: Suntour —
TM 10 L top mount
CHAIN: Izumi — Sigma

HUBS: Suntour Sprint, sealed
bearing QR
RIMS: Araya 20A 700x25c alloy
TYRES: Panaracer 700x25c 100 PSI
SADDLE: Taihei — Enduro suede top
COLOUR: Silver Mist
WEIGHT: 22lb 15oz (10.4kg) 21" Frame

Model No. 2790

FRAME SIZES: 21" 23" 25"
FRAME: Tange Champion No. 2 DB
Cro-Mo Top Tube and Seat Tube, No. 5
PG Cro-Mo down Tube
FORK: Hi-Tensile, CCL Crown, TL Ends
STEM: SR — CT alloy
H/BARS: SR — CTD 390mm alloy
BRAKES: Dia Compe — 981
Cantilever, Alloy Levers, W/Hoods
CRANK SET: Sugino TRT — 50x40x28
Alloy Chain Rings

CRESTA — 15 speed

PEDALS: KKT — Pro-Vic 11B W/Toe
Clips & Straps
DERAILLEUR: Suntour — Mountech,
Extra Long Cage on rear
GEAR LEVER: Suntour — TM 10L
Top Mount
CHAIN: Izumi Sigma
RIMS: Araya — 16A 27" x 1-1/4" alloy

HUBS: Sanshin — S/Flange Alloy,
QR 36H Front 40H Rear
TYRES: Panaracer 27" x 1-1/8"
Skin Side 100 PSI
SADDLE: Taihei Avocet
EXTRAS: Alloy Touring Rack

COLOURS: Teal Blue
WEIGHT: 27lb 12oz
(12.6kg) 23" Frame
with Rack & Biddon

Model No. 2780



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Freewheeling



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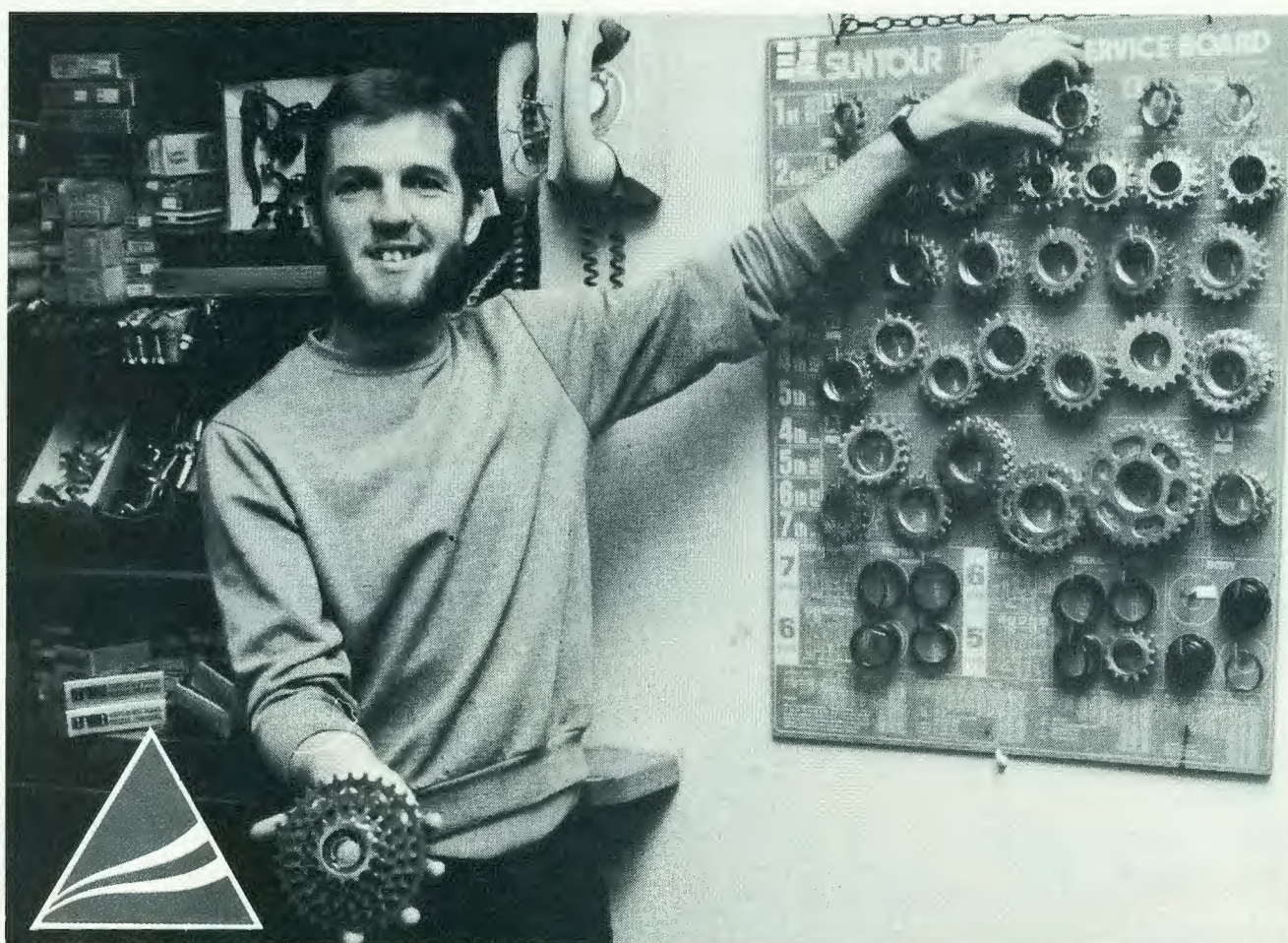
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Cover photo: One of Australia's up and coming women road racing cyclists Debbie de Jong who finished third in the Australian Road Titles held recently in Perth. Debbie has a solid background in the touring scene having completed an around Australia journey twelve months ago. She now lives in Canberra where she works for a local bicycle shop in between races and the occasional tour. Photo, Ric Bolzan. Photo this page: Taking a breather on tour is often a good excuse to soak up the scenery. This group were caught outside The Oaks NSW during the Australian Cycle Trails TOSH ride early this year.



SunTour Service to solve your gearing problems

Up until now the freewheel has been the weak link in the modern bicycle gearing system. Cogs would always wear out unevenly and new freewheels were always available in the wrong sizes. Replacement of the complete unit was often the only way out of the problem.

Not satisfied with that situation SunTour's research and development improved the existing designs and produced the first fully flexible rear freewheel system — New Winner.

Whats more the new winner system is sold and serviced through a network of specialist bicycle dealers throughout Australia.

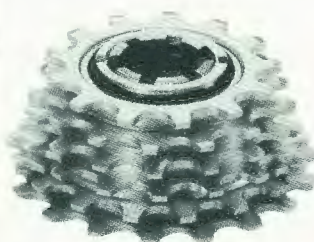
SunTour's New Winner is the first freewheel in the world which can

be changed from five to six or seven speeds depending on the riders requirements.

A range of 12 to 32 teeth cogs are available allowing complete flexibility for replacement of individual worn cogs and new freewheel design.

Precisely adjustable bearings which use a double nut system allow adjustment to 1/100 mm without the use of shims and spacers. Precision ground ball races assure the smooth rotation one would expect from a product of this quality.

Look for the New Winner Service Board at your specialist bicycle dealer. Its a sign of good service and quality gearing equipment.



Following on the world wide success of the New Winner system, SunTour have now developed the Microllite all-alloy freewheel designed specifically for the racing cyclist. Spare and replacement cogs are also available for this system.

SUNTOUR

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From the Publisher

Welcome to Freewheeling

From our modest beginnings in November 1977 Freewheeling has reflected the steady growth in the Australian cycling scene. In that time the magazine has gone through many changes including a transition from a volunteer run concern to a professionally run operation. It hasn't always been smooth running and we still have more improvements to implement.

Over the years Freewheeling has always maintained a high standard in the content and design of our editorial pages. With this issue we

are pleased to continue that tradition by upgrading our paper stock and for the first time ever printing full colour inside the magazine.

With the new format we are introducing a new section into the magazine: Australia Awheel. This new feature is in response to the incredible amount of cycling activity occurring right across the country. We have always been a national publication and so Australia Awheel is an attempt to introduce a local flavour into the editorial "mix". If you know of some event or project happening in your area that you would like to share with Freewheel-

ing readers just drop us a line and we will include it in Australia Awheel. Oh yes the section is not just limited to the big cities either: you can determine that. Australia Awheel starts on page 69.

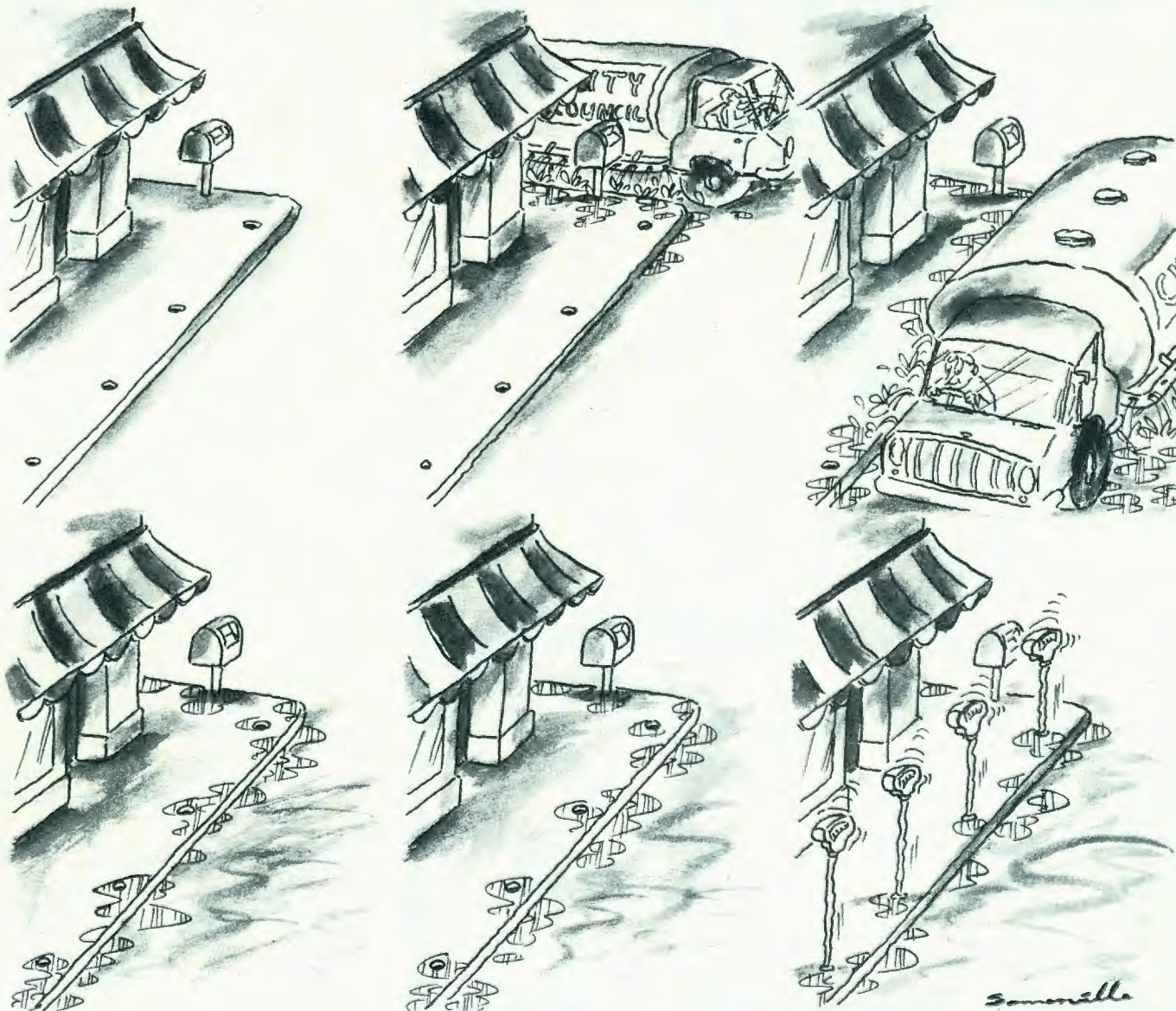
In future issues we will continue to improve content and appearance and bring more colour into the body of the mag. We also intend to correct our rather erratic production schedule.

With this issue we feel that Australians now have a cycling magazine that is truly world class. I hope you enjoy the "new look" Freewheeling. If you do tell your friends as more readers will help us improve our publication.

Warren Salomon
Publisher

Somerville

and Spring!



Write On

OFF-ROADER CODA

What a surprise it was to see in your last issue a whole range of bicycles which look quite capable of striking a rock and giving a leap to clear a fallen tree. As for racing beside precipices those steel steeds look as if they could give Clancy's wild bush pony a fair challenge.

What did give joy to my old heart was the publication of an off-road code for cyclists. I must commend the thoughtfulness of the person/people

who penned the code and I hope it is widely published. Wouldn't it be a great step if the marketers of bushbikes (I can't stand all that ATB jargon) were to publish this code as sales information and include it with the product.

If a cyclist is then stomped on by a shying horse, abused by a shocked bushwalker or trampled by a mob of panic-stricken sheep she or he will have no reason to utter the time-worn excuse, *Geez, nobuddy eva tole medat!*

My first love is the bush. I enjoy the experience. Let us hope others do likewise without undue interference or risk.

J. Butler,
Longwarry, VIC.

MASSSES OF COMFORT

A few comments on your review of ATB frame geometry: for once the bicycle manufacturers have got it right. Slack frame angles, long chain stays and plenty of fork rake are just the things to make off road riding comfortable and enjoyable for the masses. For too long the average cyclist has been conned into riding a machine unsuited to his/her purposes by the dictates of competitive cycling. Most Australian cyclists ride not very far and not very fast. Mechanical efficiency is not so important. Even slow peddling knees don't self-destruct after a leisurely 10 kilometers. Wall-climbers should consult their friendly local framemaker rather than inflict us all with their dizzy ambitions.

Trevor Strickland
CAIRNS, QLD.

I thoroughly enjoyed your last issue on mountain bikes, probably because I have one myself. The article *Climb Every Mountain* was of special interest and the author's comments regarding seat adjustment, i.e.: The elbow seat. Let's have further info on this for myself and others' benefit. I don't fancy ending up with 'knobbly knees' in a few years. Also I would be interested in hearing from anyone who has toured overseas, particularly Europe.

Tim Gearing
3/69 Illawarra St
Allawah 2218.

Lighting

Freewheeling 26 contained an article by Ron Shepherd on page 62 which mentioned that the IKU halogen headlight is hard to find in shops. I don't know which bicycle shops Ron frequents but we supply the light to some 200 bicycle shops around Australia including all of the major lightweight bicycle shops. Furthermore the light is heavily promoted in bicycle magazines. Could you please put a short note in the next issue asking anyone who has difficulty in obtaining a light to write to me and I

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PRESENTS

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and chin guard,
clip on mirror and
chamois sweat band.

\$59 Basic model.

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Write On

will send them a list of retailers in their area able to supply the light.

John Rae
The Pedlar
P.O. Box 930
Canberra ACT 2601

The bikes we really need

I am writing firstly to congratulate you on the high standard of your magazine, which compares very well with the best of any I have come across in Europe or America, over fifty years interest in cycling.

Having said that, I wish to take exception to the article written by Ron Shepherd on 'The Bikes We Need.' First of all, I object to the implied sneer that members of the cycle trade do not know what the cyclist needs because they lack experience in bike riding. With over 50 years of bike riding behind me, and a considerable knowledge of the people involved in both manufacturing and selling (and even designing) bikes I would state that the majority of people in the trade have ridden bikes under all conditions and that many of them continue to do so as long as they can turn the pedals.

Not knowing Mr Shepherd, or his qualification for being an expert on cycles and cycling, I am disturbed that his official position as vice-president of the B.I.V. can be used to further his own views and ideas - many of which, to my mind, are wrongly based. I have a distrust of instant experts on any subject, but in this case I think I have enough experience to at least put another point of view.

I would say first of all that the bicycle was (and is) the finest thing ever invented for the use of humanity, being almost universal in the ways it can be used with very little modification to make it suitable for each purpose. However, contrary to Mr Shepherd's vision of the future, there can be no single model which fills all requirements, and any cycle design is the result of compromises made in an effort to cover as wide a range of requirements as possible - and most importantly for the majority of bicycle buyers in Australia - at as low a cost as possible.

Many of Mr Shepherd's comments and suggestions fall down on these two important criteria, and his projected bike of the future will just not get off in the market place.

My involvement as a retail trader gives me a certain amount of knowledge of the requirements of people buying bicycles, and without any doubt in my mind the first criterion is price. No

amount of sales technique will get the majority of buyers to go above the price they have in mind (the level of sales of supermarket bikes, poor quality or not, is indicative of price criterion.)

In my experience it is almost impossible to sell a bike to a boy under the age of 16 if it has full mudguards or flat handlebars, and even his parents will not be able to convince him of the benefits. So far as the messy chain is concerned any alternative is infinitely more costly. Many variations of shaft drive, and infinite gearing have been manufactured over the last 80 or so years, but each and everyone fails on the question of original cost and lack of efficiency as wear increases.

Having been through some of the ups and downs of the cycling life I can only hope that the majority of new riders will not be misled by the false prophets of space age technology, and into accepting complicated solutions to the relatively simple problems of bike riding. Bikes, such as the one for the 1990's have been proposed (many have already been manufactured over the years since the 1930's) by all sorts of people. The latest is the Itera, designed in Sweden, and I think doomed as all the other such fancified doodlings. What Mr Shepherd forgets is that the ideal bike which he proposes fairly offensively is only his idea of what way the industry should go.

Hal Burdon
Balcombe Cycles Beaumaris VIC

Dear Freewheeling

In reply to Ron Shepherd's article 'The Bikes We Need', it surprises me that the Vice-President of the Bicycle Institute of Victoria should know so little of bicycle mechanics and of the commuting cyclist's requirements. Having said that all parts should last at least 10,000 km. 'WITHOUT ATTENTION', spokes that won't break, tyres that won't puncture, bearings that won't wear out, I am surprised that he did not finish off by saying all of this should cost no more than \$150.00.

All of the above is available but at a price. For example, build a pair of commuting wheels with Weinmann concave rims, low flange Campagnolo or Superbe hubs built 4X with Union 14g chrome plates spokes combined with IRC Durotour tyres and you have wheels to last almost a lifetime. Having sold many wheels like the above, we also have a track record to prove their reliability. Their 4X build is to

give some shock absorption to the wheels and the Durotour tyres have a kevlar strip (the same material as used in bullet proof vests) to reduce puncture risk.

Ron's suggestion in 'what you should be designing now for 1990' is a bicycle with suspension front and rear - if one has ever ridden a bicycle with suspension you then realise how impractical it is. Instead of the energy being transmitted directly to the rear wheel, your down stroke or 'push on the pedals' is absorbed making you feel as though you are always going up a hill.

Ron also suggests the bicycle be easy to ride up any hill which is a contradiction to having suspension, though his suggestion is through wide range gears. Unfortunately, not all commuters or any type of cyclists have the same 'cadence' (the pedal speed a rider finds most comfortable). Some riders prefer to push hard and slow, others like to spin small gears so wide range gears do not please everyone.

To summarise, Ron is like many people who spend lots of hours on a bike - they need a bike built to their specifications, to cater fully for the things which are most important to them.

To me, my racing and commuting bikes are beautifully comfortable, ultimately reliable, the halogen-dynapower lighting set magnificent - all this and the bike is still light and extremely energy efficient.

As far as I am concerned, blinkers, suspension and integral fairings may be Ron Shepherd's idea of a best seller, but I don't think I'll ever stock one!

In your equipment review *Lighting up the Night*, the writer comments on the Union Halogen headlight saying firstly that the bracket supplied is weak and prone to breakage and secondly that the replacement cost of globes would cost close to the original price of the complete unit. The comment about the bracket is true but can be easily remedied by twisting a front reflector bracket through 90° for a 100% successful bracket (cost approximately \$1.00). As for the globes for the Union Halogen, these are available for around \$6.80, far from the original purchase cost of \$21.50, and are exactly the same globe as used in the IKU Halogen.

Nigel Letty
The Bicycle Workshop
Ringwood VIC

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New Products and Ideas



New Mountain Bike Rack from Blackburn

New for '84, Blackburn introduces the MTN RACK — their first carrier designed specifically for mountain bikes. The MTN RACK is ruggedly built to stand up to the rigors of off-road use. And it is specially-sized to fit the smaller frames and wider tyres of mountain bikes.

The MTN RACK features several design innovations. These include stainless steel mounting extenders that are adjustable in both length and width — to fit virtually all frame sizes. A structural alloy platform that increases the rigidity of the rack, as well as protecting the load. And a unique midstrut that incorporates a horizontal component for additional strength.

The MTN RACK is built in the U.S. from Reynolds 6061 heat-treated alloy. Colors: epoxy-coated black or silver. Available now from Blackburn distributors.



Shimano Z series

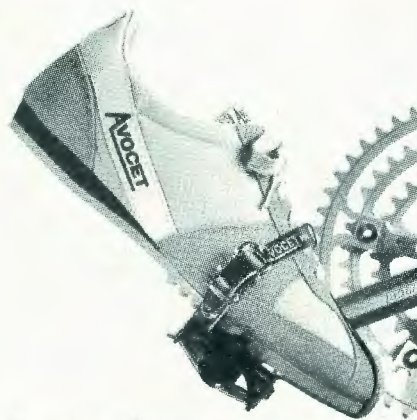
The large Japanese component

manufacturer Shimano has completely upgraded its low end equipment by introducing the Z series equipment. The series features front and rear derailleurs levers and brake sets. Long arm rear derailleurs are also available.



Camera Bag

The English Karrimor company has released a new bag for cycling photographers. The Camdale is a fully padded bag which mounts to a standard front handlebar rack. The bag has one large front pocket fitted with an internal divider. The main compartment has a removable padded divider which can be positioned to suit the users equipment. The Camdale comes with a shoulder strap and includes a clear map compartment on the top of the lid.



Touring shoe

At last a range of specialised touring shoes are becoming available in Australia. The latest is the Avocet model 20 which is a nylon shoe with stiffened sole and a unique built-in leather strap which prevents the heel from stretching on the up-stroke while riding. The upper is constructed of split leather and nylon.



Sun Protection

Good news for everyone who loves the sun and outdoor life during summer but wants to protect their skin from painful sunburn. A new sunscreen from Sea and Ski, Super Block provides maximum protection for a minimum of 80 minutes in or out of the water.

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.

Companion wanted for tour of QLD, to Cairns, over the Christmas period for approx. 6 weeks. For further details contact M. Monsour, 26/204 The Avenue, Parkville, VIC 3052. Ph: (03) 387 9969.

European gentleman seeking touring companion for slow and easy day or weekend trips in Victoria. Camping and motor transport can be arranged. H. Helfin PO Box 481 Warragul 3820.

Companion wanted for a tour, mid 1985, through Indonesia, India & Nepal. At least 6 months duration. Volunteer work along the way will be a distinct possibility. Alan Brockman, Nurses Home, Sutherland Hospital, Caringbah, NSW 2229.



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need no air so they
need no repairs.

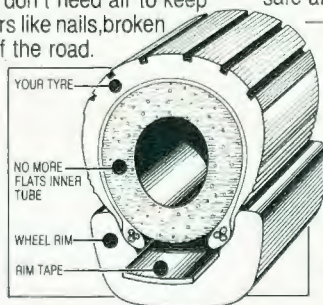
Now cycle anywhere and never get a puncture.

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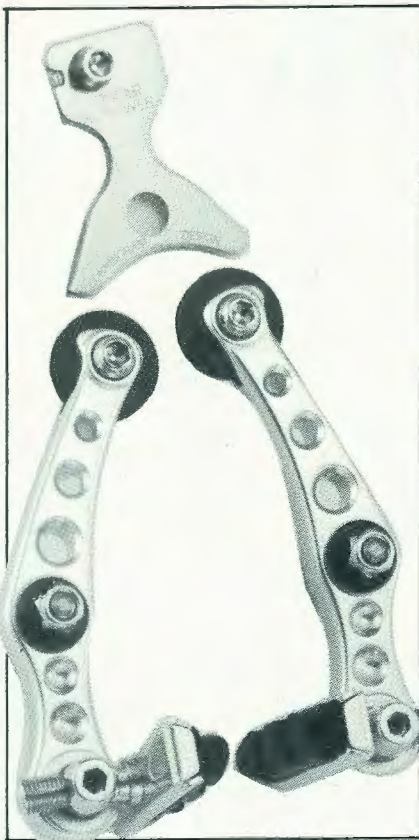
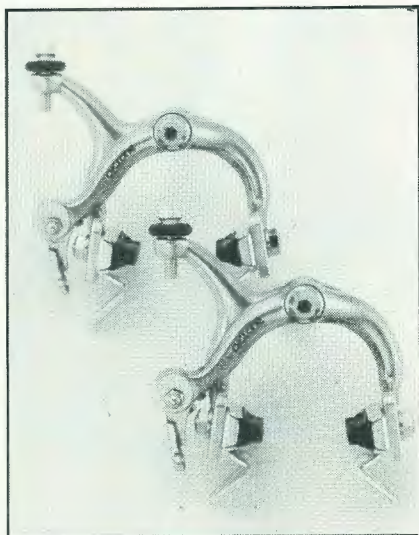


SKELLERUP

New Products and Ideas

New Series Cyclone

SunTour of Japan have just announced a new range of high quality equipment in its Cyclone range. The equipment replaces the earlier gear popular with bicycle tourers. New to the range are sealed bearing hubs, a brake set with matching levers and pedals.



SunTour XC Series

The development of equipment for the all-terrain bike proceeds apace. New

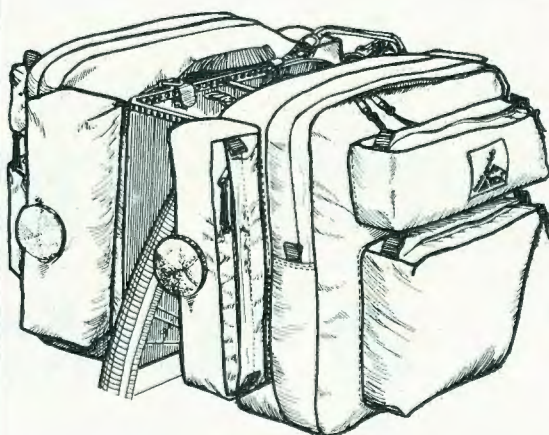
from SunTour is the XC series with an extra long seat pillar and a raised neck handlebar stem. The stem is a good design and if successful should replace the awkward bullmoose type handle bars currently in vogue. The XC series also includes an unusual pattern brake called the Cunningham Power brakeset. The brakes are a modified cantilever design and use a wedge to drive the brake arms on to the rims. the brakes also have new design levers to match.



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Line illustrations by Michael Horen

Preparing for a tour

If you have always thought about going on a cycle tour but never actually got around to organising yourself, now is the time. Spring is almost here, the days are getting longer and you could rediscover both bicycle and countryside in one fell swoop. This article is primarily for first-time tourers, though more experienced cyclists may benefit by way of a few jogged memories. Don't attempt anything too adventurous at first. Simply enjoy, for touring by bicycle is one of the most leisurely, healthy and economic ways to travel!

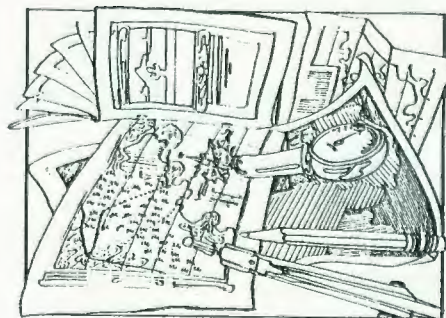
by Heather Nesbitt

Where to Go

Just about anywhere you'd like to visit is accessible by bike and even areas you have seen countless times

before take on a completely different aspect when viewed from a bicycle saddle. Try to think of places where the scenery is pleasant, the roads quiet and the countryside undulating. If you live in a major city, use the train or car to leave heavily-trafficked areas quickly. Weekend tours need not be limited to long rides through

the suburbs if you use bicycle/car or bicycle/train combinations. Look through *Freewheeling* for suggested tours or if you want to design your own, go to the State Tourist Information offices for information on different towns and areas. Or perhaps pick a theme — historic houses, good pubs and wineries, or National Parks and devise a tour around these in-



terests. The possibilities are virtually endless.

The next step is to buy a good map as there is nothing more deflating to a cyclist than cycling hills (or mountains if you are really out of luck!) that need not be tackled. A good map can save hours of indecision and wrong turns. Splurge your money and don't settle for the outdated service station map you've had for years. A good cycling map should be up-to-date, show minor roads (both bitumen and dirt), significant towns for supplies and some contours that suggest the steepness of roads. Don't use one so detailed though that it is difficult to read or to carry. Look at the map carefully first and make sure it has enough detail without being cumbersome. Usually 1:250,000 is a good scale and can be obtained through State government agencies such as the Central Mapping Authority of N.S.W. in Bathurst or the Department of Lands, Sydney. Maps can also be found at specialised map shops, camping equipment stores and Tourist Information offices. Make sure the map will fold up well to fit into a plastic bag, clear map carrier or handlebar bag for easy access.



How Long to Go For and Where to Stay

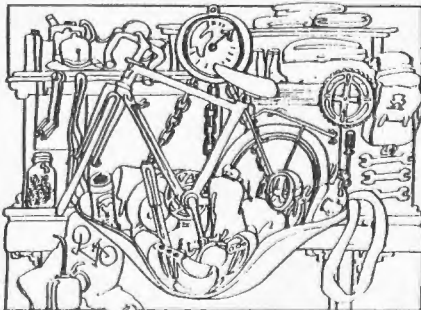
If this is your first tour start off with a weekend trip to help sort out any problems. A weekend trip will also improve your fitness and give you a chance to get to know your bicycle before attempting a longer tour. With a few weekend rides under your belt a more sizeable cycle holiday should be relatively straight forward to plan while still testing your cycling skills.

Make sure that the distance you have planned to cycle is realistic. Check distances between towns and accommodation stops before setting off. All cyclists travel at varying speeds not only owing to individual levels of fitness but also differences in bicycles, road conditions and length of rest and sightseeing stops along the way. Generally, though, you can expect an average of 10 to 15 kilometres per hour which over an easy 5 hour cycling day, allows a coverage of 50 to

75 kilometres. As your fitness improves and provided it isn't too hot, this can easily be increased. Give yourself plenty of time for rest stops, long lunches and sightseeing as these are part of cycle touring. Check those distances carefully or you may end up without food or shelter in the middle of nowhere!

It's amusing how life is brought back to basics when cycle touring. Matters like food and shelter take on a whole new significance as you must plan around these fundamentals. So try to give yourself plenty of time to find a lunch spot or a place to sleep. A good trip can be ruined by constant starvation or frustrated attempts to find a bed in the murk of night.

Australia is ideal for camping and combined with cycling makes an economic, self-sufficient holiday possible. All you need is a tent, cooking gear and sleeping bags or sleeping sheets in the summer. If you don't like camping or would like to change Youth Hostels and country pubs make a good combination. This type of accommodation usually results in less luggage and a few more comforts like regular hot showers and soft beds which are good rewards at the end of a day's pedalling. Ultimately motels are pleasant if you enjoy real luxury, but make sure you book ahead or have a few alternatives as they often fill quickly.



What to Take Along

In one short answer — not much! The lighter the better is my motto although it has taken a few tours to come to this realisation. For the first few trips I was loaded down to the rims with gear and as I puffed up hills, I quickly came to despise my load. Attempt to take only the essentials.

Cycling clothes should be comfortable and practical, allowing freedom of movement and an even body temperature. In Australian summers shorts and T-shirts are all that is needed, while in winter track pants and a jumper are fine. Remember, though, that as the day heats up and the body temperature rises it's good to be able to take clothes off and on as the

weather and your body dictate. Wearing layers of clothes is always a good idea on a bicycle. Brightly coloured clothes also improve your visibility on the road.

More specialised cycling clothes are available but don't feel you have to buy all the gear before setting off on a tour. Experiment with your own clothes first and see which things are comfortable and which are not. But a few simple suggestions. Firstly, don't wear jeans! Denim is usually too hard to allow comfortable leg movement and often the seams can cause chaffing between the legs. They are even worse when wet. Specialised cycling shorts are great if you plan to do a lot of touring. The stretch fabric is hard-wearing but soft, while the towelling or chamois lining is the ultimate in comfort. Many of the new designs look just like hiking shorts, steering away from traditional black racing shorts. Woollen clothes are also good for cycling due to their warmth and water-resistant qualities. A woollen shirt, socks and jumper are advisable for winter touring.

For a weekend tour try limiting yourself to the following few items — 2 shirts or tops, 1 pair of shorts or track pants, 1 set of good clothes if you plan to go out at night, underwear, socks, 1 woollen sweater or raincoat (mainly in winter) and toiletries. For a long tour, just add a few more shorts and underwear and a small bath towel if you are camping. A change of shoes is often a welcome relief after a sweaty day cycling or if you have been caught in the rain. Sandals or light, flat scuffs are fine and take up little space in your bags. A good raincoat is essential in the winter or if touring overseas in less reliable weather conditions than ours. For me, Gortex jackets, which breathe to let out body heat but keep out rain, are excellent and enable comfortable cycling without being drenched both inside and out. Unfortunately they are expensive but if you do a lot of touring they justify the ownership.

Lastly, take sunglasses to protect against flying insects and glare, sunburn cream and/or a hat to minimise sunburn and a handkerchief to wipe away perspiration, bugs and a thousand other things. Cycle helmets are optional but if travelling through heavily-trafficked areas, they are recommended. Not only do they protect your head against injury, they also improve a cyclist's visibility on the road. It's up to you. Finally, on long tours a small first-aid kit is handy just in case!

Extra equipment will be needed if you have decided to camp. A tent,

sleeping bags or sleeping sheets (in the summer), a camp stove, cooking pots and utensils should cover the lot. All this can be rather heavy and awkward but if you intend doing a lot of cycle-camping it's worthwhile investing in suitable equipment. Today there is a wide range of lightweight tents and sleeping bags to fulfil the needs of the touring cyclist. Look around and choose carefully — lightness and durability should be your major criteria.



Food as Fuel

How can this guide be complete without a discussion of food and its joys? Cycle touring is a healthy, calorie-consuming activity which requires good, wholesome food to en-

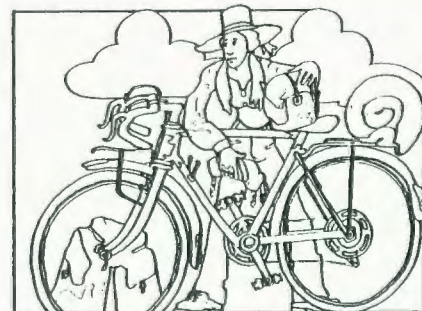
sure its continued enjoyment. Try to eat well while on a tour as your body is providing the fuel to get you around. If your body is not receiving the right fuel it will be slow and sluggish. Good meals, devoid of excessive fats and sugars, will help to maintain even energy levels throughout the day. If you are planning a long tour, it is worthwhile reading up on nutrition and diet to ensure an adequate supply of the correct foods. Try to avoid those chocolate bars, chips and icecreams which are so often filled with empty calories and little real nutritional value.

Your best bet is to stick to lots of carbohydrates such as bread, rice and pasta, fresh vegetables and fruit. Dried fruit and nuts make excellent snack foods although they tend to be expensive. I always carry a bag of home-made fruit and nut biscuits and bananas to keep me going between meals. It is also essential to drink plenty of water throughout the day to replace body fluids lost through perspiration. Dehydration can be a serious problem, particularly in Australian conditions, so drink full and often.

Although with all your food supplies it is handy to include a lightweight day pack which can be

used to carry daily provisions from the shop to a camp or picnic site. Mine folds up into nothing yet is always big enough to carry bountiful food.

Whether you are cooking your own meals or eating out at cheap, local cafes and restaurants, food takes on a whole new role in your life. That's one of the many great things about cycle touring — it awakens the senses and body.



Preparing and Packing the Bicycle

Your mode of transport needs some careful love and attention before heading off on a tour. A good maintenance check before leaving is far more sensible than trouble along the way. At least a week before you

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are due to leave, check over your bicycle to make sure it is in good working order. Ensure that everything on the bicycle, particularly the brakes, gears and wheels, are working effectively and smoothly. Give yourself ample time to make the necessary adjustments and repairs and then test it out before leaving. If you aren't sure how to maintain your bicycle take it along to a reputable bicycle shop for a thorough service. Tell the mechanic what you are planning to do. Ask for a few pointers as it will help you learn more about your bicycle. There are also several excellent books available on bicycle maintenance which may be worth investing in. Try "Richard's Bicycle Book" by Richard Ballantine and Helen Garvy's "How to Fix your Bicycle".

The amount of spares and tools to take along is dependent on the likely availability of bicycle spares along your route. If you are cycling in areas where there are lots of bicycle shops, few spares will be needed. If you are planning to cycle in isolated regions, you may want to be more self-sufficient and carry additional spokes, tyres, brake and gear cables. As punctures are the most frequent mishaps always carry a spare tube and puncture repair kit.

To carry all your touring gear a good set of panniers is advisable. At first though, why not use a soft duffle bag or sports bag especially for weekend trips? Then, if you want to do more than the occasional ride, shop around for touring panniers. Certainly they are expensive but the majority are well-designed and durable and if treated carefully can last for years. Look for bags that are well-made, expandable for odd-shaped goods, easily removed from your bicycle and brightly coloured or with good reflectors to improve visibility. At first you may only need rear panniers and a handlebar bag — I have travelled like this for weeks on end particularly when not camping. Front panniers are available however remember, small is not only beautiful, but lighter also.

If you do decide on front panniers, pack the bicycle carefully. For greater stability it is recommended to distribute the weight with 40% of the load on the front wheel and 60% on the back. Heavy goods should be placed to the bottom with lighter items on top. Check that the bicycle balances from side to side. A poorly packed bicycle reduces cornering ability and makes downhill glides treacherous.

Lastly, line panniers with large plastic garbage bags to protect clothes against rain, dust and spillages. Food and toiletries should be carried separately from clothes and in in-

dividual plastic bags or containers if possible. Use your handlebar bag for valuables and things you are likely to need throughout the day. It is easily accessible and also can be quickly taken from the bicycle wherever you go. Maps, camera, handkerchief, sunglasses and light snacks are good to keep in your handlebar bag.

Lock it or lose it

Unfortunately, everyone may not have the same regard for bicycles as you so ensure that your bicycle is safe from theft. It is your only mode of transport while on tour and without it you can't go far. A standard U bolt lock of toughened steel is undoubtedly the best although rather heavy, and lighter chains and padlocks will suffice when touring in country areas. Think carefully about where you will be leaving your bicycle and what type of security should be employed to keep it safe. If you are staying at a pub, Youth Hostel or motel ask the proprietor if there is a shed or shelter you can use to keep the bicycle safe and out of sight.



Are you ready to go?

With everything organised for your first tour, it is important to consider one final factor — your health and fitness. Be sensible about it. If you haven't done any exercise for years don't expect to cycle 100 kilometres on the first day. Give yourself a chance and try to shape up before you head off. You can start by going on regular rides after work or even take up cycling to work. A few simple stretching exercises will help to keep the body supple and relaxed before tackling the open road. I always use the first few days of a tour as my training time, starting off on small distances the first few days and gradually increasing that towards the end of the week. Take it slowly and listen to your body. If it hurts, don't push yourself. You could end up with an injury, putting an end to your otherwise well prepared cycle holiday. Speed and distance are not the main objectives. Cycle touring is for

leisurely sightseeing which is as individual and interesting as you want to make it.

Basic Gear List

Clothing

- ☐ hard soled shoes;
- ☐ socks;
- ☐ underwear;
- ☐ shorts;
- ☐ long pants;
- ☐ handkerchief;
- ☐ woollen jumper;
- ☐ shirt(s);
- ☐ waterproof jacket/parka;
- ☐ hat, helmet or beanie;
- ☐ gloves or mittens;
- ☐ wet weather extras; over pants,
- ☐ waterproof overshoes;

Personal Items

- ☐ small towel;
- ☐ toilet paper;
- ☐ toothbrush;
- ☐ sunglasses (O);
- ☐ water bottles (on bike);
- ☐ money or bank book;
- ☐ personal tool kit;
- ☐ personal first aid kit.

Camping Equipment

- ☐ sleeping bag;
- ☐ closed cell foam sleeping mat (O);
- ☐ inner sheet (O);
- ☐ mug;
- ☐ bowl or plate;
- ☐ eating utensils including sharp knife;
- ☐ matches in waterproof container (or greenlites);
- ☐ plastic bags to keep clothes dry;
- ☐ cloth drawstring bags to contain small, loose items.

Group or Shared Equipment

- ☐ tent plus poles and pegs;
- ☐ ground sheet;
- ☐ billies (aluminium, 1 per 2 persons);
- ☐ torch (1 per 2 persons);
- ☐ scouring pad;
- ☐ group tool kit
- ☐ group first aid kit;
- ☐ soap;
- ☐ maps;
- ☐ 5 litre canvas water bucket;
- ☐ plywood cutting board (O);
- ☐ food.

(O) denotes optional item.

CYCLE TRAIL NEWS

News and information for Australian bicycle travellers from Australian Cycle Trails Inc.

So you thought Australia Cycle Trails was just four pretty faces . . . at least according to the last issue of Freewheeling. Not so. Those faces and their new office, complete with computer and other more mundane equipment, are the result of a Community Employment Program grant, aimed at providing employment and training for four people and in the process, developing cycle trails.

In case you're wondering what, exactly, a bike trail is, it's a series of roads which are enjoyable to ride, selected on the basis of safety, comfortable road surface, scenic and historic interest, access to rail connections and facilities for cyclists.

So if you're looking toward touring, away from highways and hazards, (and who doesn't?), Australian Cycle

Trails is working to provide you with guides, maps and information.

Already a trail linking Melbourne, Sydney and Brisbane exists, through earlier efforts by Australian Cycle Trails. Before the grant, the work which was done in developing trails was through the time and interest of a few enthusiasts. The trouble is, conditions can change dramatically. For example, roads can deteriorate, or facilities useful to the cyclist may appear.

The now-expanded Australian Cycle Trails will be involved over the next eight months with updating the Sydney to Brisbane section of the Pacific Cycle Trail, which includes riding, mapping and writing a guide.

Michael Burlace as trainer and Helen Smith, Virginia Elliott and Philip Frankland are all cyclists with touring experience and have already

begun cutting their teeth on a trail for an upcoming tour in September; the Four Rivers Ride . . . in the Hunter river area near Newcastle.

Australian Cycle Trails' aims extend beyond March, and beyond Melbourne to Brisbane, for it is hoped that as an official Bicentennial project, trails which encompass the continent will be developed by 1988, culminating in a series of rides throughout the year which involve 4000 overseas and Aussie cyclists.

As an information resource centre and communication link, Australian Cycle Trails provides keen and growing services for cyclists. The office is in Room 9, Trades Hall, Goulburn and Dixon Street, Sydney, our phone number is (02) 264 2521. Our postal address is still PO Box 57, Broadway 2007, and membership costs \$10 a year.

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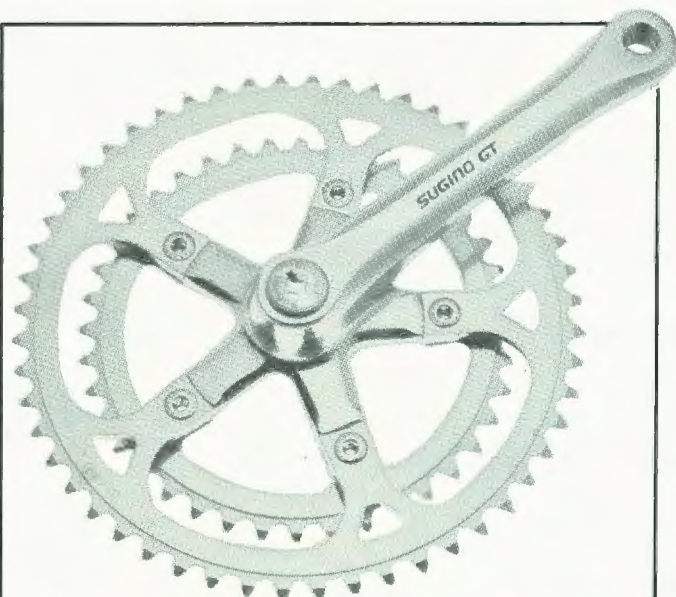
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Three thousand nine hundred and seventy one kilometres later...

Last year Kirsten Coates suffered the loss of someone close to her due to cancer. During Autumn this year, under the sponsorship of four major companies, Kirsten bicycled from Darwin to Melbourne in order to raise funds for the Australian Cancer Patients' Foundation. This is her account and reflections after the event.

Doing the trip was something I had talked about and thought about for over two years and because, out of all

the people I had ever revealed my intentions to, there was only one person who never laughed at, scoffed at, de-

meaned, doubted or criticised the idea. And so I also wanted this ride to be some sort of tribute to my boyfriend Ed Knee who died of cancer last year, aged 31 years.

From these feelings was born the 'Ride Against Cancer', later to be dubbed 'a marathon bicycle ride' by media along the way, with the aim of raising funds for the Australian Cancer Patients Foundation. We had a brief but significant involvement with the Foundation when Ed was sick which left us believing the support and information offered by the Foundation was a valuable thing worth telling everyone about and worth riding a bicycle 4,000 Km for.

Three thousand nine hundred and seventy one kilometres later I still believe that and I'm amazed that it was so easy to do. During the trip I read the book *Tracks* where Robyn Davidson tells of her solo trek across Australia with four camels. Although my experience can in no way be compared with hers, she says something at the end of her book which I believe is very true about my ride and many other things in life.

She writes: 'The trip was easy. It was no more dangerous than crossing the street, driving to the beach, or eating peanuts. The two important things that I did learn were that you are as powerful and strong as you allow yourself to be, and that the most difficult part of any endeavour is taking the first step, making the first decision.'

So the ride was not hard. My physical state was fairly constant; I never pushed myself but kept up a steady pace and so avoided any injuries or soreness. I averaged 100 Km a



day on bitumen and about 50 Km a day while on the 600 Km of unsealed and heavily corrugated road between the N.T./S.A. border and Glendambo, S.A. That was usually six hours of riding which was spread out over a day from sunrise to sunset and included some lovely, peaceful rest-stops, drink-stops and evening camp stops.

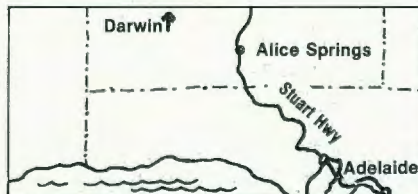
Australia is a beautiful country and although I rode for nearly 3,000 Km through mostly arid, semi-desert countryside I was never bored. When you travel through such country so slowly, when you're so close to that country then everything in the environment is what your day is all about. I can't say I felt part of it however. My distance from that sort of closeness was kept in check by a support vehicle and crew, by food and water that I always had and by virtue of the fact that there was a bicycle and rubber separating me from the ground.

Here the purists will probably stop reading and shake their heads in disappointment. A support crew on a bicycle ride! In defence I must reiterate what I said in my opening sentence. I wasn't out to prove anything; my motives were simple. But for those who wanted to do it alone and carry all their own gear, I'm sure it could be done. With proper

planning there would be no need to carry more than enough water for maybe one whole day. That may not sound a great deal yet it has to be remembered when riding in such heat (38 deg. on some days) you tend to drink a heck of a lot! For the first few weeks I was consuming around eight litres of fluid a day however this decreased steadily the further south I went.

Throughout the trip I used the R.A.A. and R.A.C.V. Darwin to Adelaide and Adelaide to Melbourne Touring Guide strip maps. The route information contained in these maps was reliable and accurate and all the given distances corresponded with those distances I recorded on my cyclocomputer.

Of bicycles I had two. As well as being sponsored by T.A.A., Shell and the Nissan Motor Company, I was also supported by the Repco Cycle Company who provided me with their new Superlite model as well as their all-terrain Mountain Bike. Both



bikes were excellent and, in nearly 4,000 Km, not one thing went wrong with them. This seemed to be typical of the whole journey; not only was the weather near perfect but I only had three flat tyres — and that was all on the one day! There were only a handful of days when I could say I had a tail wind or a good downhill run however. In ten weeks and two days of riding these moments were pure joy and the memories of all those hard days battling into head-winds were suddenly forgotten. Just as the exhilaration of riding through the Adelaide Hills made the memory of dust and corrugations on the Stuart Highway fade into insignificance.

I met a lot of terrific people and saw many beautiful sights. I will never forget that feeling of satisfaction I had at the end of each day, particularly in the desert where the world seems so infinite, still and peaceful. To actually feel so much sky and space; to be surrounded by so much nothing and to feel so free is a wonderful experience.

Some days I felt as if I could have ridden forever, on others it took every ounce of strength and determination I had to just keep turning those pedals, and it was all worth it. I raised about \$8,000 for the A.C.P.F. and finally satisfied the urge in me I had to do it.

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Did technology win Olympic gold for the Americans?

Before the Los Angeles Olympics the US had never won a gold medal in cycling. Michael Burlace and Warren Salomon look at the effect of new technology on their phenomenal success.

The big question remaining after the Olympics is did the technological wizz bangery applied by the Americans to their bikes win them their gold.

The magnitude of the American's wins can be seen when one realises that prior to Los Angeles US cyclists had never won an Olympic gold medal. Certainly with the Eastern Bloc countries competing the number of medals won may have been reduced but the fact remains that for a reported investment of \$US 4.8 million the USA has been catapulted to the forefront of international competitive cycling.

The two items of equipment used by the US riders which caused the most controversy were the rear disc wheels and the Bell aerodynamic helmets. Bell's helmets which will go on sale later in the year were designed by Chester Kyle and Paul Van Valkenburgh. Kyle is best known for his research into aerodynamic fairings used in modern human powered vehicles (see feature Freewheeling 25). The tear drop shaped helmet is reported to have the least drag of any helmet in the world.

The rear disc wheels created the biggest debate during and after the Games but their success and the International Cycling Commission's (UCI) failure to rule against them has already made them essential equipment for many track events.

To find out more about the effect on the competitor of the disc wheel *Freewheeling* spoke to Gold medal team pursuit member Kevin Nichols. Kevin said that the wheels on the US bikes made a phenomenal difference. 'They give a flywheel effect which suits only pursuit events where momentum is important.'

Usually the US riders started slower than their rivals but finished over the top of them. This was demonstrated by

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27x1 $\frac{1}{8}$	HP-27	GUM	690mm	26mm	430g	100 p.s.i.
27x1 $\frac{1}{4}$	HP-27	GUM	695mm	29mm	515g	95 p.s.i.
700x25C	HP-27	GUM	675mm	24mm	395g	100 p.s.i.
700x28C	HP-27	GUM	683mm	26mm	425g	100 p.s.i.

US rider Steve Hegg who trailed on his \$38,000 machine for the first seven laps overwhelming his rival on the eighth. His remaining four laps were reported to be more like victory laps than the completion of the race.

The wheels are not light, in fact they almost double the overall weight of the bike adding to the flywheel effect. The use of these wheels presents new problems for cycling's administrators. By the UCI rules wheel spokes are not allowed to be faired to cut wind resistance, nor can they be weighted to increase the momentum. The new wheels avoid the ruling by eliminating spokes completely. The wheel is solid - a disk rather than a hub spokes and rim.

The disc wheels are a direct spin off from the bikes used by Francesco Moser when he attacked the World Hour record. Moser broke Eddy Merckx's ten-year record which many said would never be broken. Moser allegedly spent a million dollars on the attempt. He broke the record twice.

Because of the cost involved no one else could afford to compete with the US on its terms. In future competitions the addition of these wheels which cost \$600.00 each will be a necessary part of any serious riders equipment.



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Moulton returns to the track

The new Alex Moulton Advanced Engineering Bicycle has recently been successfully raced in open competition in Canada.

A Standard AM7 ridden by Elgard Vairars won the Berolina Criterium over 30 miles held in Toronto on 20th June in a field of 40 riders. It was a points race and the AM won all except one of the laps. The same rider had previously been placed in several other major events in Canada.

In the HPVA Hull Cycling Festival a Standard AM7 fitted with a prototype fairing commissioned by Alex Moulton finished second in the Techno-Cycle Competition and fourth in La Grande Poursuite in a field dominated by streamlined recumbents.

Alex Moulton is actively developing a racing version of his new A.M. Bicycle for competition in this country and overseas. he will be attending the HPVA 10th Annual Human Powered Speed Championships being held in Indianapolis on September 27th - 30th where one of his machines is entered.



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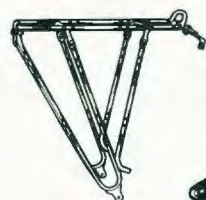
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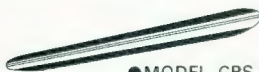
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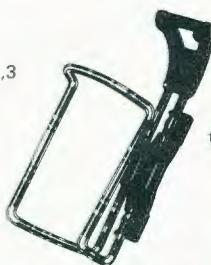
●MODEL ASB-1
●MODEL SSB-1



●MODEL CPS-1,2,3



●MODEL ATC,ATCB,ATCG
●MODEL STCB-08
●MODEL STCBL-08



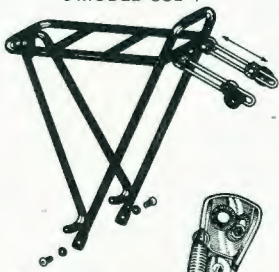
●MODEL AB6B-K
●MODEL AB6BB-K
●MODEL AB6BG-K



●MODEL ARB-KB,ARB-K,ARB



●MODEL XD911F



●MODEL MT-700



●MODEL ATL



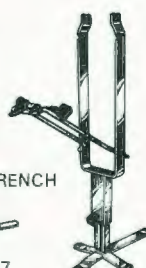
●RIM CENTER GAUGE



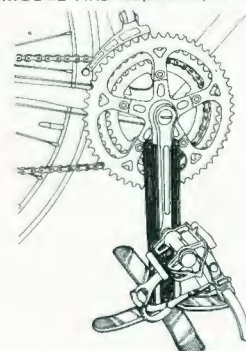
●SPOKE WRENCH



●MODEL ACG-7



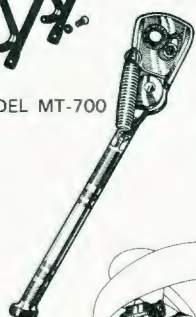
●TRUING STAND



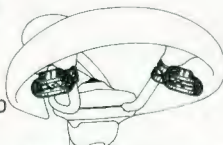
●MODEL CRANK STAND



●MODEL SBC-1



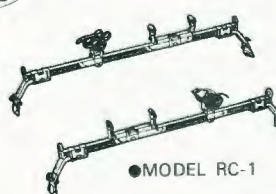
●MODEL MX-160



●MODEL SC-1



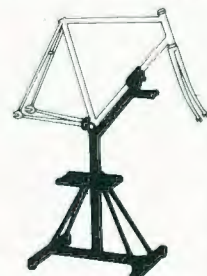
●MODEL AFC-2



●MODEL RC-1



●MODEL 817



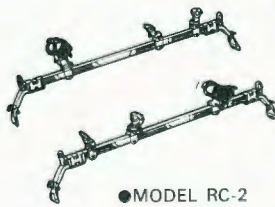
●MODEL W-5



●MODEL ABC-1



●AERO SPORTING



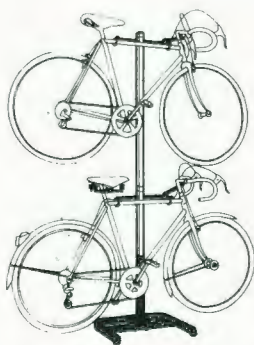
●MODEL RC-2

●MODEL 2400

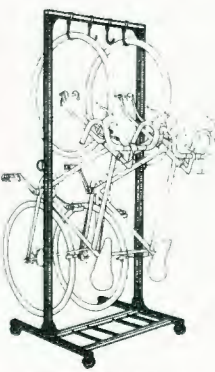
NEW



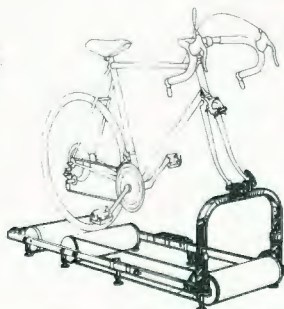
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Australia's biggest and best ever bicycle show was held recently in Melbourne. Warren Salomon went along to find out what's new in the bike world

Bike Expo 84 a spectacular success



Bike Expo 1984 was held in the World Trade Centre a fabulous new display area on the banks of the Yarra River. The main display area the Galleria is a covered-in area between two large buildings. Even though all of the display space for this years Expo was sold, the building can easily accommodate a larger exhibition next year.

Australia's first major bicycle exhibition in three years was held in Melbourne's new World Trade Centre between the 7th and 10th of September and was judged, by exhibitors and attenders alike, a resounding success.

Even with a modest promotion the event managed to attract some 30 000 visitors thus ensuring the annual viability of the exhibition.

Bike Expo grew out of the Retail Cycle Traders of Australia Bike of the Year Awards held last year at a private function in a Melbourne Hotel. This year the RCTA moved the venue to the superb exhibition area of the World Trade Centre on the banks of the River Yarra.

Over thirty exhibitors came to what many thought would be primarily an opportunity to talk to the trade. Instead they got the large cycling enthusiast population of Melbourne and thousands of curious and interested people looking at their wares.

The specialist bike retailers did attend but on the weekend and more for the social occasion than to do hard bargaining. To meet the needs of the industry next year a special trade day will form part of Bike Expo's programme.

There is even rumor that large Japanese manufacturers will use the occasion next year to talk direct to the industry and show their international exhibitions to the public. In any case the RCTA has begun planning for next years event.

The show brought together the three important interest groups of contemporary cycling: the industry; the users and customers; and the Government. The Victorian government was well represented by the State Bicycle Committee who mounted a colourful display of their new Bike Street Maps as well as other safety program materials. Much of the publicity for the event was provided in a series of small ads placed by the SBC in Melbourne newspapers.

Depending on your degree of involvement in bicycling you could spend an entertaining hour or three and a half exhausting days at Bike Expo. The level of response by the industry contributed as much to the success of Expo as the good crowds. This was primarily due to the persuasive abilities of Expo Director and RCTA Secretary Bill Long who ran the event on a tight budget.

Bill and his hard working committee put together what has come to be

known as the biggest and best bicycle exhibition ever held in this country.

The Bike of the Year Awards held in conjunction with the Expo were presented at a small luncheon in the centre on Monday the final day of the exhibition. After the hustle and bustle of the previous three days the presentations seemed a quiet relief. The Award function was attended by representatives of all the exhibitors and celebrity guests were invited to present the individual awards.

The awards themselves were made in fourteen categories with five special awards and the Bike of the Year. Judging of the major categories was by a ballot of RCTA members in conjunction with a panel of four Executive members who checked every component on the nominated machines.

Th RCTA maintains that their awards are the most accurate appraisal of the cream of currently available models. According to Bill Long the retailers are technically expert and should know a good bike or a lemon if they see one.

The company winning the most awards and the Bike of the Year was Graecross Industries Pty Ltd. This Melbourne based company has recently been going through the growth pains first with the importation of a range of French Peugeot bicycles and

then with the acquisition of the Hanimex owned Bennett Bicycle company. The company which exhibited the entire range of its three brands now has the awesome responsibility of converting its wins into increased sales.

Bike Expo was notable for the fact that it presented to the Australian public such a range of quality machines never seen before in Australia. This provided a stark contrast with a previous bike show held in Sydney in 1979. At that time most of the major manufacturers had abandoned the top end of the market and were digging in for a long protracted battle with the chain store discounters.

This year the industry was quite unabashed about displaying models in all price brackets. Though there were many over the \$1000.00 mark even lower end models had improved their quality on 1979 standards. Perhaps this is a sign that the bike scene is at last beginning to develop to such a size again that a fair degree of sophistication can be tolerated.

Expo put on display for the first time a number of recent technical innovations not previously seen in this country. One of the most clever machines on display was the remarkable Europa Italian folding bike. For people used to the bulky folders of past days the

Europa was a breath of fresh air. The weight of the bike is still on the heavy side but the clever collapsible construction is an instant winner. Staff on the Europa stand had visitors enthralled with their rapid folding and unfolding demonstrations.

The big news for bicycle tourers at the Melbourne Expo was the long awaited appearance of genuine touring machines in this country. In the Touring Bike under \$500.00 category there were at least four machines fitted with such essential features as racks, eighteen speed wide range gears, cantilever brakes and quality lightweight frames.

The category winner from Graecross had both mudguards and front/rear racks fitted while the Repco Cresta had brazed-on mounts for three water bottles. The Gemini had Shimano Deore gears and bar-end lever controls.

In spite of the overdue emergence of specialized touring bikes in Australia there are still a number of manufacturers who continue to use the term 'touring bike' to describe their models with out understanding fully the needs of this class.

The Apollo company scooped the mountain bike section this year with its Himalaya and Kosciuskio models. It is still interesting to see twice as many models of this class of bike available



than for touring bikes when the amount of mountain biking done by comparison is small. The recent launch of competitive off-road racing looks like changing all that. The recent emergence of the All-Purpose bike necessitates the inclusion of a separate class in next years awards. APB's are slightly different to all-terrain bikes as they are a combination of street and off-road machines.

Technical innovation in gearing systems is vital if cycling is to overcome the problems inherent in derailleur mechanisms. Even experienced riders find gear shifting an imprecise task. The Japanese have recently developed the Trimec 'click' gear system and bikes fitted with this equipment were on display.

One further refinement was to be found on the stand of the big Austrian manufacturer Puch (pronounced 'pook'). The Maxima (which incidentally won the special 'Highly Commended' award was fitted with a newly developed two speed internal geared rear hub which serves to replace the front derailleur. The five speed derailleur gears are controlled with Puch's own version of the positive position 'click' shifting mechanism. Equipment like Puch's Sachs/Huret Commander make it easier for newcomers to use multi geared



Directors of Graecross Industries Graeme Stott (centre) and Neville Wilson (right) accept the Gold plaque from the Deputy Transport Minister Jack Simpson for their Bike of the Year the Graecross Family Bike.

mechanisms. Apart from the positive shift feature the movement of the levers is arranged so that both act in the same direction (both levers up gives the highest gear while both levers down gives low). Even long time users will appreciate being able to accurately shift gears and to know easily which gear has been selected.

The prestige 'Deluxe Multi Geared

model under \$600.00' category was won by an Australian designed Japanese bike the Centurion Pursuit. Its designer is three time world Pursuit champion Sid Patterson who is also Centurion's distributor in Victoria and South Australia.

For those who missed this years Expo rest assured that next year will be bigger and better still.



BIKER HELMET

Bicycling around Bali

For some one who lives in Perth the Indonesian island of Bali is closer than the Sydney Opera House. The airfare is cheaper too which probably explains why the members of one of Australia's longest established touring clubs chose Bali as the destination for their first international bicycle tour. In this potpourri of cyclist experiences, club members Martin Bunny, Dale Neill and Stephen Booth write of the good times awaiting the Aussie bicyclist in this island paradise.

Twelve Cycle Touring Association of West Australia members constitutes strong bargaining power. We were able to convince the airline company that it was best to leave our pannier bags attached to the bikes and so avoid damage. They even agreed to us loading and unloading the bikes from the cargo containers, so after the minimal Balinese customs formalities and tyres correctly reinflated we rode the six kilometres to the

legendary Kuta Beach and began our two week tour.

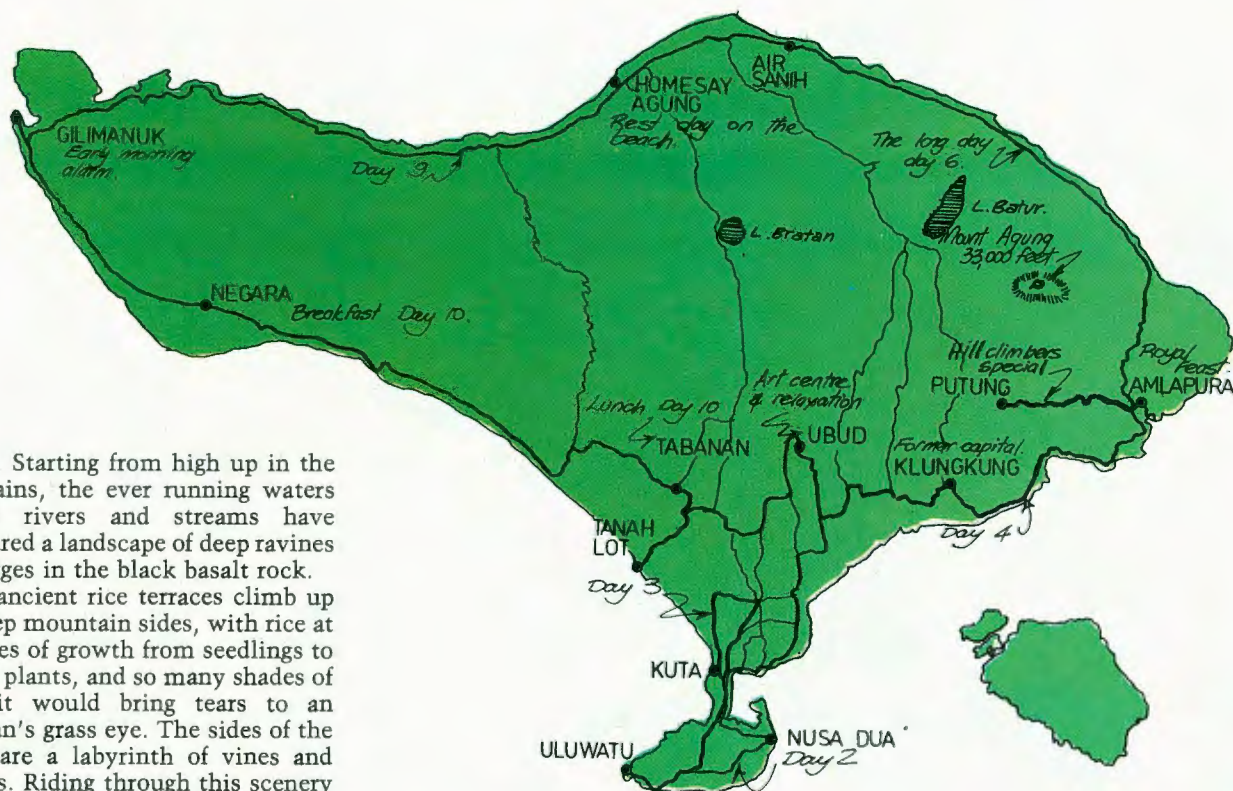
An island such as Bali has no mercy on your senses; the sights, sounds, smells and feeling of the island are an overwhelming experience.

There is one thing that dominates many aspects of Balinese life — religion. At the centre of religion is 'Guhung Agung' or the Mount Agung volcano, 'Navel of the World' as the Balinese call it. We got our first good

look at Mount Agung while climbing the hills on our way to Uluwatu. Looking back towards Kuta the great truncated form of Agung rose up from the early morning mist thrusting its head into the clouds.

At 33,000 feet it dominates the eastern half of Bali and everything living under the shadow of its sinister rim. As a volcanic eruption can spell death for the people and land, so its water breathes life into the fertile soil





of Bali. Starting from high up in the mountains, the ever running waters of the rivers and streams have sculptured a landscape of deep ravines and gorges in the black basalt rock.

The ancient rice terraces climb up the steep mountain sides, with rice at all stages of growth from seedlings to mature plants, and so many shades of green it would bring tears to an Irishman's grass eye. The sides of the gorges are a labyrinth of vines and creepers. Riding through this scenery is pure magic.

But Bali is not all beautiful scenery. Its many temples and palaces leave the eye dazzled and the mind completely in a spin. The Pura Puteri or Puteri Temple at Klungkung, with its Kerta Gosa (Hall of Justice) and floating pavilion are magnificent examples of Balinese architecture and exquisite Balinese painting.

Towering stone-carved gateways covered with gods, demons and stylised figures from Bali daily life look menacingly down on you. Climbing the steps of the Hall of Justice you see that the ceiling of the hall is made up to panels, each one painted with scenes of horrible things that would happen to you in hell. The paintings are there to reinforce the theory that 'crime doesn't pay'. The Floating Pavilion is set in the middle of a man-made lake with access by a narrow stone causeway and painted in the same style. Royalty would sit under the Pavilion while watching the administration of justice.

There were many memorable temples we visited. At Kubutambahan — after making an offering to the gods, we inspected the carving of a Bali official riding a bike. A copy of this carving is on the C.T.A. T-shirt and leads this article.

For an Australian wanting to have a relaxing cycling holiday in another country Bali offers excellent value. Consider our costs: Airfare and taxes \$345; Accommodation, \$63; Food and drink (depending on how many banana pancakes you ate per day) \$154; and essentials like a \$4.00

sarong, \$1.00 massages at Kuta with repeats, \$24.

Non essentials such as gifts for friends at home, more sarongs, Bali tee shirts, wood carvings, gold and silver etc. could cost an extra \$100 or so. The total cost: a fabulous holiday for between \$570 and \$670.

Bali's climate is definitely tropical and for the biker used to more temperate climes a few adjustments have to be made. With daily temperatures usually between 22 and 30 degrees and humidity always high, heat exhaustion can be a problem if you attempt too much in a days travel.

In such high humidity clothing is difficult to keep dry.

Lyra cycling shirts proved to be less comfortable than loose fitting cotton tops though the usual cycling shorts, shoes and socks were okay.

The big surprise in such a hot environment was in the mountain country where warm clothing was necessary at night. You can expect a six degree drop in temperature for every 1000 metres climbed. We found ultimately that only our specialised cycling clothing needed to be brought from home as casual clothing could always be purchased cheaply in local shops.

Getting around Bali by bike is relatively easy provided that you stay clear of the mountains. Our hill climbers special came on the day we rode to Putung — thirty kilometres up hill with hardly a break in grade all

day. The breathtaking view from the bungalows took in the ocean only four kilometres away but 1000 metres below.

Contrary to expectations the roads were mostly sealed (probably a necessary thing considering the high rain fall).

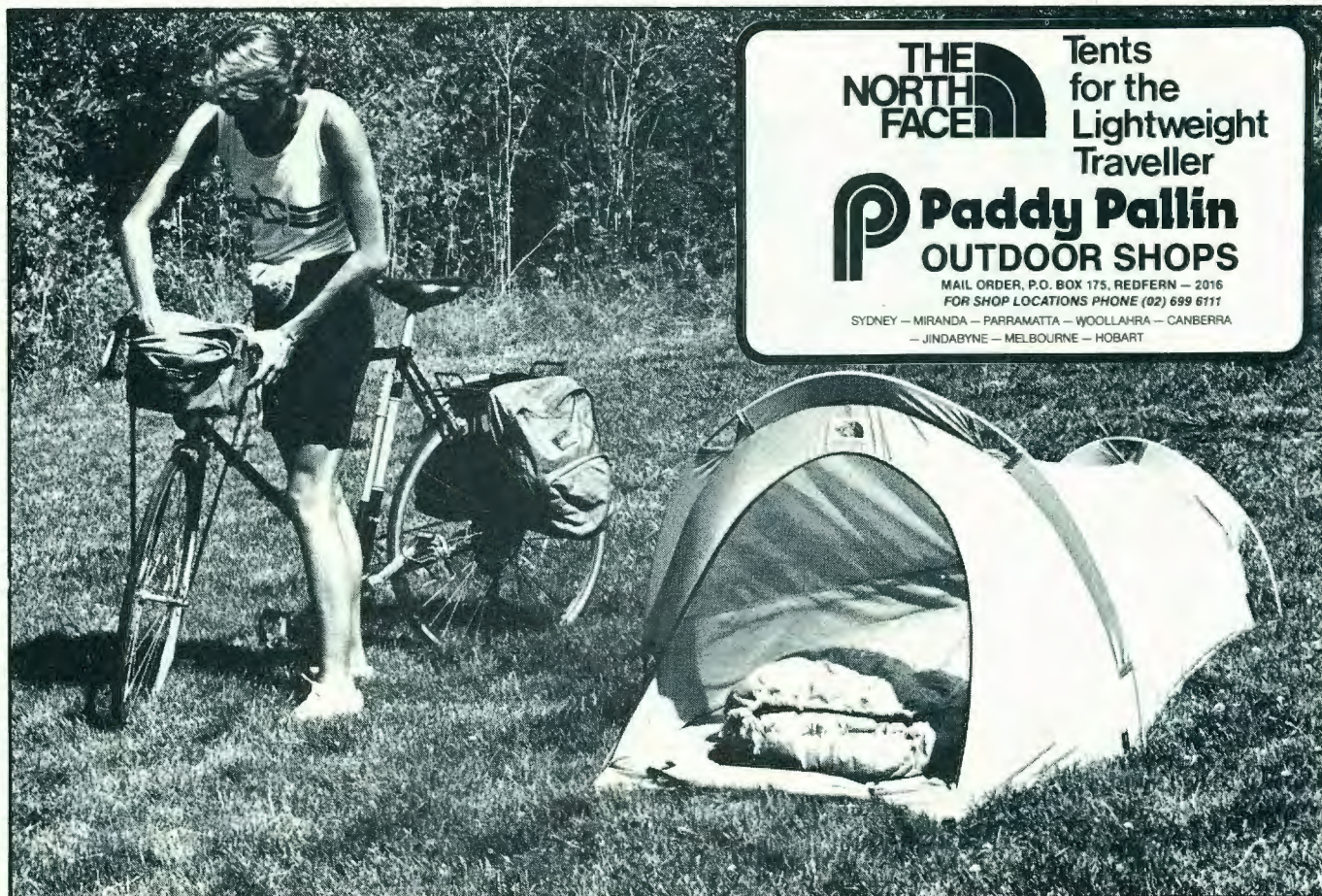
The route we took circled the island and seemed to give us the best overall view of Bali and its unique culture.

Visiting Bali is a different experience for most Australians. Travelling by bicycle and staying in 'losmens' is more than different — it was a truly fascinating and sometimes exhilarating experience.

Losmen (or Homestays) are spread throughout the island. They are something half-way between a youth hostel and a small hotel. Costs vary from \$5.00 to \$10.00 for a double room.

Losmen are usually built like a large family home. A number of individual rooms or cottages face onto a central garden area which includes a communal eating area. A high wall surrounds the whole complex.

A room is usually simple and neat comprising 2 beds, a cupboard or tow and often an attached en-suite called a 'mandi'. A 'mandi' consists of a toilet (a hole in the floor device with foot supports on either side on which one adopts a squat position and a tiled tank holding about 100 liters of water for bathing. With a dipper you pour water from the tank over yourself, soap yourself up and then rinse away



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with more dippers of water. Although basic by western standards, it is most refreshing and a lot of fun if your room-mate assists.

There were many memorable overnight stops; however, the Monkey Forest Hideaway in Ubud takes some beating.

This losmen is situated right on the fringe of a dense forest about 2km from Ubud. It consists of 4 bedrooms and a small restaurant. Our room was constructed of bamboo with a thatched roof. It looked out onto a dense jungle like setting. Huge palms and ferns restricted visibility to just 3 or 4 metres. Attached to our bedroom was our 'tea-house' a rectangular structure on bamboo poles about 5m above the ground. The 'tea house' could seat about 6-8 people and one felt a part of the forest setting itself.

A stream ran right underneath our room and ended up in a natural rock crevice 300m away. By following a winding path you came upon an idyllic rock pool, all dark and green shrouded, with a waterfall in one corner. Swimming there was delightful.

Our room cost 5000 rupiah a double room (roughly \$6.00) the cost including kerosene lanterns, mosquito coils, thermos of tea and breakfast the next morning.

Eating out in Bali is incredibly cheap. For a couple accommodation, all meals and drinks costs less than \$7.50 a day. One can indulge in a sumptuous meal for about \$5.00 or eat a bowl of white rice for 50 cents.

One of the westernised Bali specialities is the range of thick fruit drinks. Mango, banana, papaya or avocado — so thick they have to be eaten with a spoon and costing about 40-60 cents. Rice and noodle dishes are common and with chicken, pork or fish addition cost \$1.20 to \$1.60 each.

Obtaining supplies of clean drinking water was somewhat of a problem. There was a tendency to drink bottled soft drinks from Warungs (wayside stalls) to reduce the risk of contamination. However one soon tired of the warm and sticky 7-ups and we often developed a craving for tall glasses of cool water.

Gemini Restaurant in Kuta has undoubtedly the most flamboyant chef we have ever seen. His performance would do the 'Ritz' or Parmelia proud. His grilled crab in garlic sauce was the best crab I have ever tasted. A gastronomic and entertainment extravaganza.

Second only to the Gemini was the Royal Palace at Amlapura where we were treated to genuine Balinese food. The afternoon tea reception consisted of tea with exquisitely prepared rice

cakes. The cakes were made from sticky rice sugar, coconut and coffee. Each cake was woven or bound inside strips of banana palm.

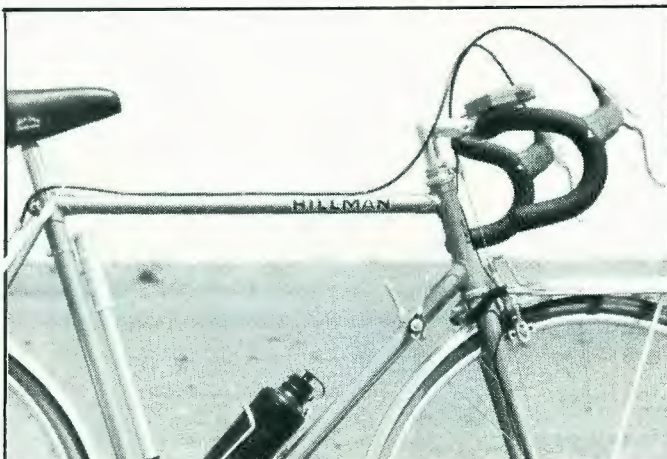
Wonderful sights await you at every turn in Bali; from our mobile vantage we saw old men ploughing the rice paddies with wooden ploughs drawn by bullocks; duckman herding his ducks through the rice paddies with plastic bags on long bamboo poles. (The ducks eat the pests in the rice fields). Hawkers sit cross legged on

the side of the road making fairy floss for children with foot-powered spinning dish and in the markets and bazaars street traders add colour everywhere you go.

The Balinese people are very persistent, but also very polite. Indeed they all have a gentleness in themselves and a way of life that can only come from living on such a lovely island and having a religion and lifestyle that bind their families and communities.

Above and below: We've been to Bali too! Freewheeling contributors Carolyn and Paul Farren recently toured the beautiful island of Bali on their mountain bikes and found that the people are extremely friendly as this group shows.





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The MICHELIN guide

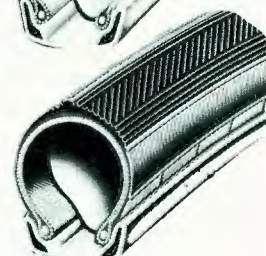


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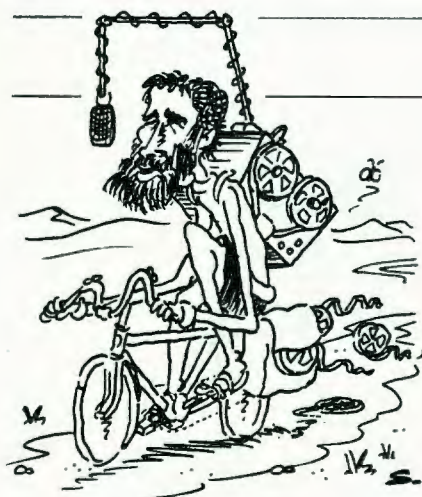
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by Michael Burlace

Two issues back I mentioned the folding bike with its attached bag and reminisced about the good old days when the bike carried the rider, not vice versa. On August 10 this year, Sorrell Wilby of Carl- ingford became the first woman to climb Japan's sacred Mount Fuji with a bicycle on her back. She was also the first foreigner to carry off the feat. What next? Apparently she left Sydney in December on a two- year bicycle tour of Asia and has clocked up 11,000km so far. If I hear of anyone performing the ancient and sacred ritual of travelling with a bicycle in the quaint and custom- built spot between the legs I'll let you know.

Last century the bicycle took women from behind the spinning wheel to above it. One of the first problems spotted by the guardians of our morals was the lack of room for the chaperone on a tandem. The cycle was a classless machine, much in favour with the aris- tocracy and of course very liber- ating for those with lower incomes. Evadne's column in *The Bicycle World* in 1890s was written by and for women. It ran the following item: "The great middle class is smoking as unconstrainedly as the aristocracy, and the working woman is fast following. One well- known woman of title was seen driving on the Ripley Road with a brierwood pipe in her mouth. In- quires show that the bike is responsible for much, as with wheel parties has arisen a freedom of manner unknown in the pre- sence of chaperones."

The longest timber bridge in Australia, the Prince Alfred crossing the Murrumbidgee river at Gundagai in southern NSW is threatened. It is longitudinally-planked and as such is

Rambling

a real bike-eater, but it is a delightful construction and forms part of the Southern Cross Cycle Trail. The Department of Main Roads is building a low-level bridge and says it will no longer maintain the Prince Alfred although the townsfolk think it should. It is not often that cyclists support bike-eating bridges, but this National Trust-classified one is different, it is a feature of the trail rather than just a means to cross a river. It is also a major challenge to those who think they can ride in a straight line.

It's not often that Australians get a chance to take part in a mass tour. The uranium and dams rides were the main ones in recent years and appealed to people with specific views. The first really big tour in Australia for some time without an environmental theme is the Caltex Great Victorian Bike Ride. The ride gets going on December 1 in Wodonga and lobs into Melbourne on December 9, taking a pleasant and circuitous 700km to get there via Beechworth, Shepparton, Ben- digo, Maryborough and Ballarat.

There will be hundreds and maybe even thousands of people on it. They won't all be rabid cyclists. This will bring lots of latent tourers out of the woodwork, thus increas- ing our numbers. It should be a lot of fun. For more info, see the form in this issue.



The sign looks very encourag- ing - recognition at last of our special needs. Unfortunately it is not aimed at us but at motor- cyclists, but it is still useful to us. How long before road authorities take pedal cyclists seriously?

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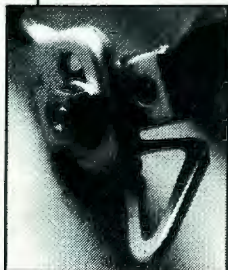
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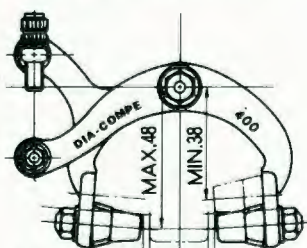
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Oppy at Eighty

Bill Long looks at the life and times of Australia's greatest cyclist - Sir Hubert Opperman.

From a 15 year telegram boy in 1918 to one of the greatest household names ever in Australian sport Oppy, as he is known throughout the world, turned eighty in May this year.

The birthday party invitations said, 'no presents please - just your prescence' but the admiring guests couldn't help themselves and the party ended with Oppy collecting a brand new Malvern Star 12-speed bike (with extra wide saddle, lift up safety brake levers and mudguards), a gold watch, 160 telegrams and cards from all over the world and a king sized cake from his old sponsor Malvern Star.

BILL LONG who had the honour of proposing the toast to Oppy at this memorable gathering makes a welcome debut to the features pages of Freewheeling with this tribute to the life of Australia's greatest cyclist.

Where It Began

'Oppy' — christened, Hubert Ferdinand Opperman, was born in the small Victorian country township of Rochester, May 29, 1904.

He got the cycling craze at the age of 8 and the racing bug at 16 — his first race was a 20 miler with the Oakleigh Club in 1919 and he 'got





Oppy poses with his supporter and sponsor Bruce Small in Paris for the Bol d' Or prior to that fateful 1928 race.

thrashed'. It took him 2 years to win his first race at Moorabbin. 28 years later his illustrious pedalling career came to an end, aged 43, when he competed in the 1948 Melbourne to Albury scratch race. He attacked for most of the 191 miles and was outsprinted in the main street of Albury. This classic was won by Footscray star, Duncan Hunter. Besides competing in the race, I had the pleasure to race against and train with Oppy and to say I learnt a lot would be the understatement of the year.

Slightly built

Oppy did not have the stature of a cycling giant. He stood 5'7½" and weighed 10 stone 4 lbs, yet he became the greatest endurance cyclist in the world, in fact he was considered a 'freak'. He had tremendous recuperative powers with a blood count of 130 fading to 60 at rest and a chest expansion from 33¼" to 36¾".

Oppy the cyclist

Oppy held more Australian and world

records than any other cyclist but four fantastic performances in Europe put him on the road to becoming an international hero. It all began in France at the age of 23.

The Bol d'Or — 1928

This world ancient non stop 24 hour track classic was won by Oppy on the 587 yards Buffalo Velodrome in Paris. He began this gruelling triple tandem paced grind, pre race favourite, following his 3rd placing in a 6 day race after riding 2 days without a partner, but his bike was 'got at'! Riding a 96 gear Oppy broke his chain and after changing bikes another chain snapped clean in half!

Manager Bruce Small knew Oppy was a powerhouse but not a superman — he made a snap decision which eventually paid off. He grabbed an old roadster type bike for Oppy whilst new chains were fitted. It was at that stage, Small became aware of the sabotage!

Somebody had used a file on the chain links! Oppy lost 17 laps during the triple bike change over and it took

him 11 hours to regain those laps. Fifty eight minutes later he became outright race leader and his name went into the European history book, with an amazing winning margin of 50 km (note NOT laps, kilometres), covering the staggering distance of 900 km. He then continued on to create the world 1000 km record which took him an additional 79 minutes. Five teams competed in the Classic and each had 3 triple tandems sharing the pace making 15 cyclists involved as pacemakers for each competitor.

1928 Tour de France

Oppy's attempt to win the world's greatest bike race was termed 'mission impossible'. This tortuous Classic was 5,340 km (3,338 miles) of which 7 stages were over distances longer than 320 km (200 miles). Some of these were individual time trials.

There were 154 starters, made up of 15 ten man proven European teams plus the Australian quartet. The Aussies were Ernie Bainbridge, who retired badly hurt, Percy Osborne,

who finished 26th, Harry Watson, 36th, and Oppy 17th. The language barrier was a major problem.

The Australian team travelled to Europe on the 20,000 ton P and O liner Otranto which was considered the fastest passenger ship at that time. They travelled 3rd class and on the same liner, our Davis Cup tennis squad enjoyed 1st class facilities.

Australia sent another team to the Tour de France in 1931. Oppy finished 12th on that occasion with Fatty Lamb 36th. Other members were two Australian greats, Frank Thomas and Ossie Nicholson.

1931 Paris — Brest — Paris

This greatest endurance test of all time is a classic which is run once in every 10 years. The 1,135 km non-stop, is the same formula used today in the Melbourne to Sydney toot marathon. Oppy rode a fixed gear ratio of 69 and except for a few short stops for 'personal comforts' he covered the distance in 49 hours 21 minutes. Five cyclists contested the final sprint on the Buffalo concrete track in Paris with Oppy sprinting from last position at the 350 metre mark to record an easy win.

Four Great Australian Records

To select 4 of Oppy's greatest records is difficult, however his Perth to Sydney (1937) in which he carried his bike for some 10 miles, through the muddy Nullabor, took him 13 days 11 hours, deserves a mention. His world track 24 hours unpaced record of 489 miles, 596 yards in 1940, still remains in the 'Masters' hands as does the 12 hour (264 miles, 1476 yds) and the 100 miles (4-12-17). However I believe his greatest record was his 24 hour motor paced on the Melbourne motordrome when he chased the big motors for 860 miles then continued on to take the 1000 miles world record recording 28 hours, 55 minutes. He was paced by Bruce Small, Bob Finlay and relief driver, Lockie White.

One of his best overseas records was the Lands End to John O'Groats, 865 miles in a tick over 49 hours, in 1934. I think you will agree he was a 'glutton for punishment'!

Oppy the Politician

Oppy's political career lasted 20 years — it began in 1947 when Richard Casey (later Lord Casey) approached him to stand for the Corio seat in Geelong (Vic.), however it was Bruce Small who convinced him to do so. Oppy stood against the Hon.,



The 1928 Australian Tour de France Team. L to R: Percy Osborne, Hubert Opperman, Ernie Bainsbridge and Harry Watson.

Minister for Defence, J.J. Dedman, who was a Labor member in Chifley's Cabinet. Oppy conducted his own campaign with a shoe string budget on his Malvern Star. He won what was considered a safe Labor seat by 234 votes and after 20 years of loyal Liberal service, retired from parliament in 1967 — undefeated! The Liberals have not won the ex-Oppy seat since! During his term of office, Oppy held several portfolios: Government Whip; Minister for Shipping and Transport and Minister for Immigration.

Oppy's Greatest Political Win

Oppy's great win was in the 1963 election when he beat his challenger, today's Prime Minister, Bob Hawke. Bob Hawke came into the tough campaign with a Rhodes scholar tag and a Labor Party advertising budget of 20,000 Pounds. Oppy, on the other hand, had 1,400 Pounds and a Malvern Star bike! Oppy turning to his lifetime friend, Bruce Small, asked him, 'how do you beat a Rhodes scholar?' Bruce replied, 'tell the community you are a real roads scholar

and that you have ridden over more roads than any other person — tell them you are the king of the roads'.

It worked, Oppy won by 3228 votes.

Oppy served in the Bob Menzies cabinet for 7 years. He said Menzies was the best Prime Minister and administrator of his time and was grossly misunderstood by the public.

Oppy's war service (5 years)

Oppy joined the R.A.A.F. in 1940 as an air craftsman. He became a physical training instructor and in turn rose to the rank of a Flight Lieutenant and Adjutant and although not politically minded then, this education paved the way to a highly successful political career.

High Commissioner in Malta

When Oppy retired from politics in 1967, he took over the highly responsible position in Malta, but the following year he almost became a heart transplant victim — his old 'pump' had blown a washer but he beat off the challenger by getting back on his Malvern Star bike and pedalled his way to health.

Seven years ticked by and in 1975, at the seaside town of Torquay (Victoria) Oppy suffered a stroke but once again his bike recharged the batteries. Oppy says, 'Every person should have 2 lives — one is to gain experience and the other is for time to apply it.'

Oppy the Knight (Sir Hubert)

The Queen conferred an extremely popular knighthood on our Australian Great. That was in 1968, but these honours never changed the man. The

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:

Marjorie and John Barrett,
52 Alexandra Street,
East St Kilda Vic. 3183
Phone: 527 8030



Sir Hubert Opperman is presented with a new Malvern Star bicycle for his eightieth birthday. The bike is being presented by Philip Watts on behalf of the company while Olympic representative Max Rainsford and Bill Long look on.

citation said 'for services to sport and community'.

Oppy — Malvern Star and loyalty paid off

Oppy began his career on a second hand Ixion, which cost 10 pounds. It was built by Paddy Herir (who was a 6 day star with Alf Grenda) and after showing promise by finishing 3rd in the 1921 Cycle Traders Race in which he won a Malvern Star, Bruce Small became impressed, so much so he gave him a job and 2 and a half Pounds per week.

Promoter Jack Campbell, who owned the Lily Bicycle Co, in Prahran offered Oppy five Pounds fifteen Shillings a week and 2 days off to train! However Oppy rejected the offer — this rejection and loyalty really impressed Bruce Small and so over the years Oppy's name became synonymous with Malvern Star. Bruce Small, like Oppy, was knighted — they became bosom pals, politicians, business associates, in fact Oppy said Bruce Small treated him as his number 4 son during his racing career. 'I owe a lot to Sir Bruce as does the Gold Coast, where his long term career as mayor and councillor was unbelievable.'

Oppy's cycling greats

Oppy said the greatest track rider in Australia, pre war, was Jack Fitzgerald

— he said 'Patto' (Sid Patterson) was the best post war — 'he had strength, speed and was spectacular'. Asked who he considered was the best all rounder he had seen Oppy replied, 'Fatty Lamb until Russell Mockbridge came along.'

The Oppy Oscar Award

The bicycle industry, via the Retail Cycle Traders Association, paid Oppy the greatest compliment 25 years ago, when they created the 'Oppy Oscar' in appreciation for services rendered to the industry. This prestigious award has been backed by Malvern Star who provide as a prize a return air ticket to the World Championships. This year's winner was Gary Trowell who will represent Australia in the L.A. Olympic road race whilst the 1983 winner, Steele Bishop turned his ticket into a World Professional Pursuit Championship win.

Oppy today

Sir Hubert lives in a building designed, built and owned by the late Sir Bruce Small and despite his dramatic experiences, what with a heart attack and a stroke, he still pedals his now new Malvern Star 15 to 20 km per day. He is, without doubt an inspiration to our community and we trust his wheels will continue to spin long enough to reach the coveted 'sporting ton'.

*Bicycles built with strength and precision
Now in Australia*

CENTURION



Winner

Category 12
multi gears deluxe
— under \$600.

**BIKE OF THE YEAR
AWARDS**



**'Pursuit' 12-speed Lightweight.
Designed by Sid Patterson — three times
world Pursuit champion.**

Pursuit

Pursuit 12-speed

FRAME: 3 main tubes; Tange Champion No. 5 drawn chromoly.

BRAKES: Diacompe ARX sidepull.

DERAILLEUR: Front — SunTour ARX.

Rear — SunTour ARX.

CHAINWHEEL: Sugino DNJRT 52/40T.

FREEWHEEL: SunTour PN 6SG 14/28T.

HUBS: Suzue Mod CSH alloy small flanged.

WHEELS: Araya alloy rims.

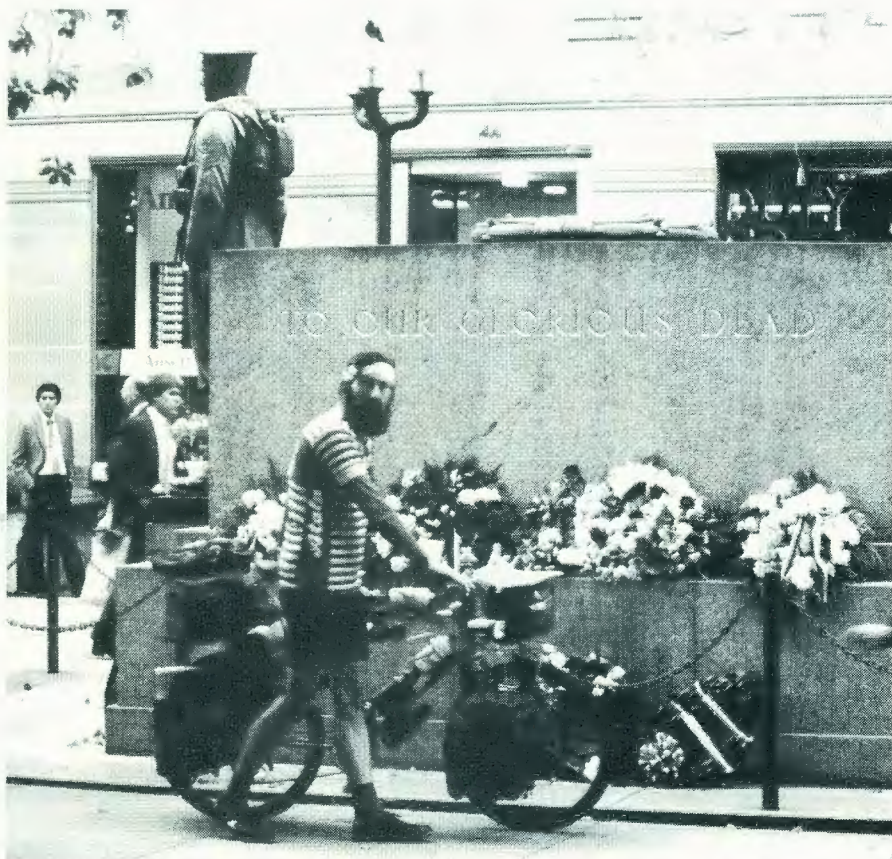
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Trade enquiries welcomed.

Zev battles the bureaucrats from his mobile kidney machine

Zev Ben Avi served in the war in Vietnam. Today he is fighting bureaucrats in the drawn-out issue of Agent Orange compensation. In June, despite physical hardship, he cycled from Brisbane to Sydney in order to present his case to the Federal Minister. Here is his story of those fifteen days.

I am a former bicycle shop manager. I am unemployed and unemployable because of an unusual kidney disease

linked, I believe, to exposure to Agent Orange. I vented my frustration at shabby governmental treatment by



Zev Ben Avi his mountain bike overladen with gear arrives at Sydney's Cenotaph in Martin Place.

burning my combat medals in the Anzac flame in Brisbane on April 24th.

The result of national press and television coverage was that I was able to gain direct access to the head of the Veterans Affairs Department in Brisbane. He then requested that I be admitted to the Repatriation Hospital in Brisbane for another series of kidney tests to get a 'current update'.

The tests were to have taken only 'three or four days' but ended up lasting three weeks.

Feeling that I had once again been launched on the bureaucratic merry-go-round, I decided to go further up the ladder to seek resolution by taking my complaints direct to the Federal Minister Senator Gietzelt, whose office was in Sydney.

To make my protest more meaningful and to attract attention to the plight of other similarly dissatisfied veterans, I cancelled my Social Security Sickness Benefits and rode to Sydney by bicycle using only my Veteran's Affairs War Pension of \$8.22 per week.

In my younger days I had been a champion cyclist with many titles and wins to my credit. My most memorable record was a solo record attempt at the Townsville to Cairns 376 km trip, which I broke by riding it in 11 hours and 20 minutes. This record still stands.

Since being diagnosed with a chronic kidney disease in 1977, I have used my bicycle and positive thinking to defeat and hold this complaint successfully by cycling up to 2 or 3 hours daily as therapy. The present World Professional Cycling Champion, Greg LeMond, has the same problem and uses the same therapy.

Unfortunately, a side effect for me is that I sleep up to 14 or 15 hours daily.

To cycle the 1,120 km from Brisbane to Sydney presented no real problems provided that I rode no more than 3 hours daily and had an afternoon sleep as well as a good night 'crash' also.

The media coverage of the departure was particularly good as I had reduced my first weeks \$8.22 to eleven two-cent-pieces and forty twenty-cent-pieces.

This was to symbolise what I felt was the way in which veterans were being treated by the Department of Veteran's Affairs.

The first day on the road was to typify those that followed. All the way from Brisbane I was beeped at and waved to by people in passing cars, several stopping to find out more details. Some of these people were

Vietnam vets themselves, most were not.

I was treated to lunch by a kind couple (themselves on the dole) at Coomera. Four others insisted on giving me money, which they insisted that I accept. Several others I persuaded that I was not desperate and indeed had a point to prove and that I was not out to 'bludge' my way south.

In the late afternoon I was stopped in Southport by a retired couple who insisted that I go home with them for dinner, bed and breakfast. Ed and Betty were both in the RAAF during World War II and the evening was passed looking at photos and yarnning about anything in general.

Day two on the road continued in the same manner. I could see that if this trend was to continue that I would just have to be more insistant with good, kind hearted folk who wanted to give me money. I had yet to use anything from my tucker bags on 'Matilda', my self assembled bicycle.

My original plan was to take 10 to 14 days on the journey and this schedule was soon slipping, constant head winds didn't help much either!

The single largest problem I was encountering was that of trying to put in 3 hours cycling each day whilst still allowing time to talk to those folk who wanted to enquire or assist in any way. I was also losing time on the road with committments to local media on the way. In the first four days I didn't put my tent up once, hospitality being constantly offered.

I stayed with Dave and Leslie. Dave, also a Vietnam veteran, made the appropriate comment — "The biggest fight I have had was not the 2 tours of duty in Vietnam but the last few years with Veteran's Affairs."

Each day I was getting waves and horn beeps from passing motorists, offers of hospitality, roadside meals and offers of money (the money, I was mostly able to gratefully refuse.)

Each town with a newspaper was approached and the majority ran photo stories on page one.

By the end of the first week I had only reached Coffs Harbor due to constant stops for chats, interviews and the dreaded continual head wind and occasional showers.

At Newcastle I stayed with Roger and Cathy. Roger and I served together during the Vietnam War. Many memories were aired, some for the first time in fourteen years for both of us. We had a few laughs, a few sighs and a few tears, for which neither of us will be any the worse off. Both of us are damn sure that none of our kids should ever have to go down that road, let's hope that today's kids are wiser than we were!

The final run in to Sydney was nearing, I was still getting pulled up with offers of hospitality, chats and money. My time was improving and I had almost caught up with my schedule almost caught up with my schedule when I rolled into the Cenotaph at Martin Place after 17 days, 15 of which were on the road waltzing with Matilda.

The interviews on press and television in front of the Cenotaph attracted quite a crowd of enquirers and well wishers. People were trying to give me money at the same time that I was being interviewed.

I stated to the media that I had cycled 1,120 km in 55 hours over a 15 day period to see Senator Gietzelt, the least that he could do would be to come and see me and that I would make myself available in my 'office' in front of the Cenotaph in Martin Place any week day between 12 and 2 pm!

As things turned out, I didn't need to front up in my 'office' as the Senator's office agreed to prepare a brief for the Senator who would see me when his current official duties allowed.

I agreed to this, after all I am unemployed and with apparently little to do except cycle daily on Matilda my 'kidney machine'.

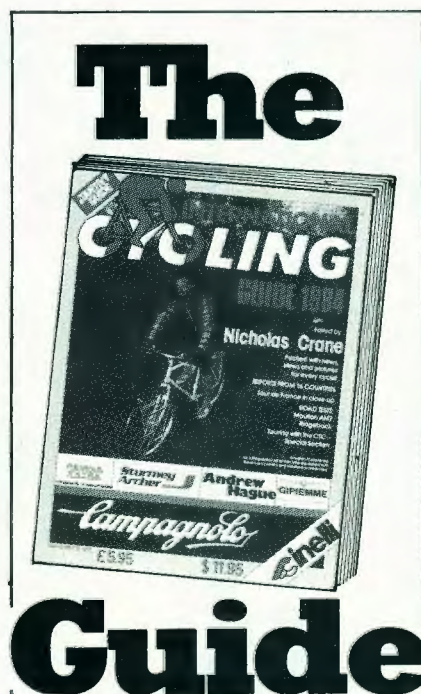
The bureaucrats will still probably have their way and I will continue to get the usual run-around, but, and this is the most important personal lesson for me — I have regained my stolen and lost DIGNITY.

I cannot thank personally all those good folk who helped restore my faith in human nature. From those who waved and shouted encouragement to those who offered hospitality and more. You have given me hope where I have been full of frustration and despair.

Zev Ben Avi left Brisbane with \$8.22 and full tucker bags on his bicycle 'Matilda'. His total income from his pension during the ride was \$24.66. He arrived in Sydney with \$12.35 and his tucker bags still 2/3 full. His tent was used only on five nights, and his tent sites paid for only twice.

Hospitality was offered many times and thankfully accepted for many meals and 12 nights accommodation.

His cynicism for bureaucracy was increased considerably. As to date he is yet to receive adequate compensation. His bicycle 'Matilda' carried an overload without mechanical failure (except 15 broken spokes) and arrived with Brisbane air still in the tyres.



Guide

Here's the book that dedicated cyclists turn to for a round-up of the year's events and a run-down on what's new and what's coming up on the national and international bicycling scene. You could call it a yearbook or an almanac or a cyclists' guide-book.

World Survey of 21 countries

From Australia to the top of the Alps in Switzerland, THE CYCLING GUIDE highlights the developments and takes you on tour through the most important and active cycling countries in the world.

When it comes to touring, the world's top cycling journalists take you all over the globe — on and off the road.

And, you get all this (and more!) at no risk! Use the coupon below to send for your copy.

☐ YES. Please send me a copy of the 1984 International Cycling Guide. If I am not completely satisfied I can return it for a full refund. I enclose cheque/money order for \$14.50 (Postage and packing included) Bank Card customers use order form enclosed in magazine.

Name: _____

Address: _____

Postcode: _____

FREEWHEELING P.O. BOX K26
HAYMARKET NSW 2000.

Get into shape for the big ride with help from Woollys Wheels

1984
Freewheeling
Sydney to the 'Gong
Ride Support



Pre ride bargains

So you've sent in your entry form to this years big Sydney to the 'Gong Ride. All that's needed now is for November 25 to roll around so you can hit the road with the thousands of other like minded people. Of course you will need to make a few preparations both for your own safety and the well being of others.

What about your bike? Is it in good mechanical order? You won't lose a wheel or snap a brake cable along the way?

For safety's sake and your own peace of mind get your bike checked over and serviced

before this years ride so you can enjoy the event and not have to worry about mechanical failure.

To help you prepare for this years ride Woollys Wheels are offering special pre ride bike servicing packages and deals on safety equipment and shoes.

All you have to do to take up any of these offers is to walk into Wooly's showroom in Paddington and say you want the special pre 'Gong Ride price. You can forget about your worries from then on and concentrate on getting into shape for the big event.

Bell



Bell the worlds most respected name in safety headgear.

The new Biker II is now in Australia. Be the first to ride to the 'Gong in this cool and comfortable helmet. Rec. retail price — \$72.00 . . . Special pre ride price — \$65.00.

The Bell V1-Pro is the helmet that's taking the US racing scene by storm. Possibly the coolest hard shell helmet around. Great for fast riding. Rec. retail price — \$72.00 . . . Special pre ride price — \$65.00.

Ask for our pre ride price on the Bell Tourlite helmet too.

Parasport



Cycling is a specialised activity and riding comfort is often dependent on use of the right equipment. Specialist cycling shoes help improve your pedalling efficiency and relieve leg and foot fatigue.

The Australian made Parasport all-leather cycling shoe comes with a stiffened sole and offer maximum comfort for a day in the pedals. Rec. retail price, \$55.00. Pre ride price . . . \$49.00.

Give your bike a tune-up

Don't take chances with a poorly maintained machine. As a special service to all Sydney to the 'Gong riders and their friends Woollys are offering two Bike Servicing deals.

1. The Basic Tune-Up

For this your bike is given a good check over and any major defects are reported. Gears and brakes are adjusted and all cables and pivots are lubricated. Special price: \$12.95.

2. The General Overhaul

General check over and report. Both wheels trued. General lubrication of cables and pivots. Gear and brake adjustment. Wheel bearing and bottom bracket adjusted. Special price: \$29.00.

Special Offer on Michelin Tyres with each Tune Up

Here's the opportunity to really get your bike into shape. As part of Wooly's pre-ride offer you can have Michelin Sports tyres for \$8.95 (normally \$12.00) fitted free as part of your tune up.

Tune Up offers are only available until November 7 so get in early and get your equipment in shape for this years big ride.

Woollys Wheels

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

1984
REPCO
 Freewheeling to the 'Gong

Freewheelin' to the 'Gong

On Sunday November 25 this year thousands of bike riders will once again make their journey southwards to the city of steel as part of the **Repco Freewheeling Sydney to the 'Gong Bike Ride**. The event is a great social day out and this year forms a part of the city of Wollongong's 150 anniversary celebrations

The *Freewheeling* Sydney to the 'Gong Bicycle Ride is a one day event for cyclists of all abilities to celebrate the bicycle on a ride from Sydney's Belmore Park to Wollongong's Belmore Basin.

The route takes participating cyclists through the expanses of Sydney suburbs, the garden and rainforest retreats of the Royal National Park and the spectacular northern extreme of the Leisure Coast to the city of steel.

The ride is heavily supported by mechanical repair and safety services and is organised with the support and cooperation of the many local and state government authorities involved. Other voluntary organisations such as the Motor Cycle Riders Association and the St. Johns Ambulance Brigade attend.

The 1984 'Gong ride is the third annual event and is again being organised and coordinated by **OZ-BIKE TOURS**

The ride is not a race. Cyclists are encouraged to ride at their own pace and stop as they wish, but discouraged from departing from the nominated route.

Being on the Ride

Cyclists participating on the *Freewheeling* Sydney to the 'Gong must register before the tour. Registration fees are necessary to make travel arrangements with the State Rail Authority, pay the many license and insurance fees required and cover the substantial expenses incurred in providing the various support facilities and safety precautions needed for a ride of this size.

As part of the registration fee participants receive a Riders Information Kit containing route directions

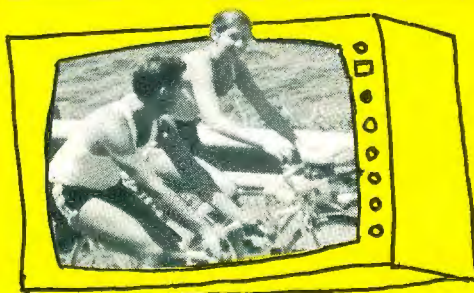
and safety instructions, a commemorative badge, rider identification cards and rail tickets and bicycle labels if required. Registration also includes morning tea at Audley.

A Festival of Cycling

The very first 'Gong tour attracted

240 cyclists. In 1983 numbers tripled to 760. In 1984 some 2000 bicyclists are planned for.

Cycling in the 80's is booming. The number of people attending mass events in Sydney such as fun runs is also on the increase. The Sydney to the 'Gong Bicycle Tour is now well on the way to becoming



See the 'Gong Ride Video

An eighteen minute video has been made of the first two Sydney to the 'Gong Rides and will be shown in Sydney and Wollongong prior to this years ride at a series of venues starting in October. Information and display materials consisting of entry forms and stils from previous rides will accompany the video. Screening dates are as follows:

SYDNEY

Woolys Wheels, 82 Oxford Street Paddington Friday October 5 to Thursday October 11 and Friday November 2 to Thursday November 8. Normal shop hours including all day Saturday.

Clarence Street Cyclery, 104 Clarence Street Sydney Friday October 12 to Thursday October 18 and Friday November 9 to Thursday November 15. Normal shop hours incl. Saturday.

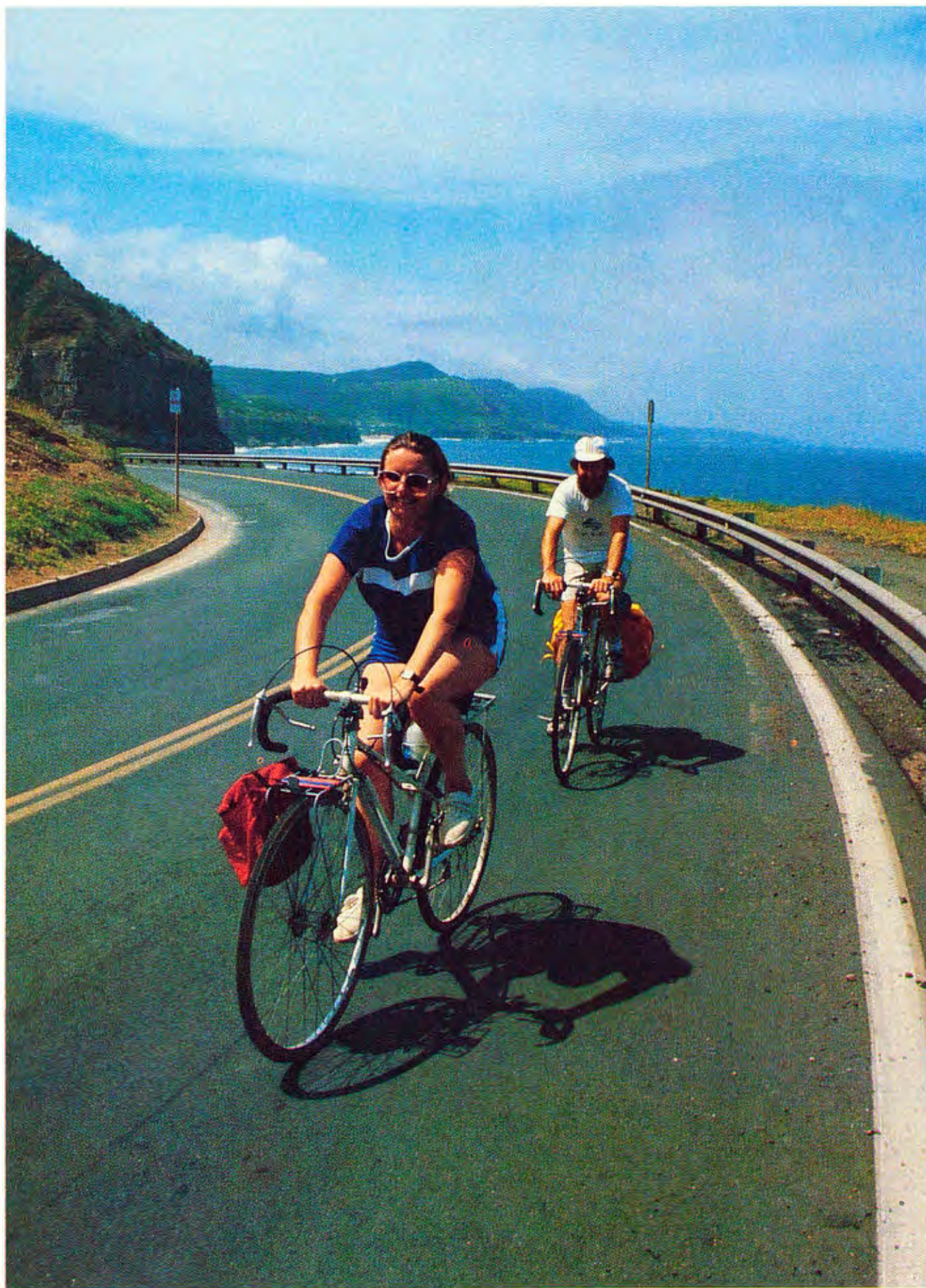
Europa Cycles, 400 Anzac Pde Kingsford Friday October 19 to Thursday October 25 and Friday November 16 to Saturday November 17. Normal shop hours incl Saturday.

Inner City Cycles, 31 Glebe Point Road Glebe Friday October 26 to Thursday November 1 and Monday November 19 to Friday November 23. Normal shop hours, Saturday mornings only.

WOLLONGONG

Spearman Cycles 300 Crown St Wollongong Friday October 12 to Thursday October 25. Normal shop hours.

Dapto Cyclesports 21-31 Princes Highway Dapto Friday October 26 to Saturday November 10. Normal shop hours.



the premier event of the Australian cycling calendar.

Motning Tea at Audley

Morning tea is provided to registered cyclists at Audley.

Here also an early start is made as hungry breakaways from Sydney meet with cyclists from Wollongong who have most likely already cyclled the distance.

For many others a more relaxed pace is the way to get to Wollongong. Cycling is one way to travel where the journey is often more important than the destination. It's the going not the getting there that's good.

Late arrival registrations are made, a few more announcements made and the most pleasant of the days riding is eagerly anticipated.

A Rainforest Retreat

Cycling in the Royal National Park is a delight compared with the wilderness of the suburbs.

The shade and cool of Lady Carrington Drive is a treat on a warm day. Also very welcome is the absence of motor vehicles.

The National Parks and Wildlife Service of NSW closes this road to motor vehicles during the running of the ride.

Bicycle repair vans are an important exception, the dirt surface of the road is tough on bicycle tyres.

Lunch is catered for at Red Cedar Flat. Most are content to contemplate the road ahead of this idyllic half way stop, attend to the needs of their bicycle, give legs a welcome rest, and their stomachs a tasty treat.

For the more active their is the Great Tyre Puncture Repair Race.

The Leisure Coast

The road south is superb. From Red Cedar Flat the route quickly leaves the rainforest of the Hacking River and meets the Leisure Coast at the spectacular Oford Lookout.

The contrast is dramatic. Hang gliders fly in the winds, Wollongong though still 35km distant is marked by 198m of chimney at Pt. Kembla.

The distant vista of beaches and outcrops does not disappoint and leads cyclists along the coastal road following this dramatic scenery.

Few pass up an opportunity to stop at Austinmer for a swim. At Austinmer the local shops join in the task of feeding huge hungers, bicycle minding facilities are provided for those wanting a swim.

On a hot day sunburn is the most common ailment and the St. Johns Ambulance do a brisk trade in bruises and blisters.



Sydney to the 'Gong Bicycle Ride, 1984

ENTRY FORM: Entries close last post on Friday, November 9

Read this first.

One entry form per person. Phone 264 8544 if you need more entry forms or use photocopy. Be sure you print carefully and legibly. All entrants under 16 must provide a signature from either parent or guardian. An emergency contact name and phone number must be provided. Please send cheque, money order, or fill in the Bankcard authorisation.

Please Print

Entrant's last name (Surname)	Entrant's first name	Initial
Entrant's street and number		
Entrant's locality	state	postcode
home phone no.		work phone no.
Age Please tick appropriate boxes		
Male <input type="checkbox"/>		1982 Ride participant <input type="checkbox"/>
Female <input type="checkbox"/>		1983 Ride participant <input type="checkbox"/>
I want to be a volunteer Ride Guide <input type="checkbox"/>		
(You will be contacted regarding briefing date and place and will be supplied with a free Guide tee shirt) Your tee shirt size <input type="checkbox"/>		

COSTS

Please fill in the total even if you do not buy tee shirts or rail ticket.

RIDE FEE \$6.95

Rail Travel

Fill this section in only if you are travelling by rail to Sydney from the 'Gong before the ride or after the ride.

- ☐ Wollongong rider (AM train)
☐ Sydney rider (PM trains)

Rail fare: Full \$4.45 Concession \$2.75

Concession number: _____

Fares includes bike

FARE PAID: \$

Official ride tee shirts will be available for delivery before the ride this year. Order shirts for delivery with tour package (if order is received before October 21) or for collection on the morning of the ride.

Shirt 1. size:.....Shirt 2. size:.....Shirt 3. size:.....

Shirt sizes 10, 12, 14, 16, 18, 20, 22

Cost per shirt \$9.00

TOTAL SHIRTS \$

TOTAL ENCLOSED \$

☐ Cheque ☐ M/O ☐ Bankcard

Make cheques etc payable to **OZBIKE TOURS**

Declaration: (1) I, the undersigned, in consideration of and as a condition of acceptance of my entry in the event the **Freewheeling Sydney to the 'Gong Bike Tour 1983** for myself my heirs executors and administrators hereby waive all and any claim right or cause of action which might otherwise have for or arising out of loss of my life or injury damage or loss of any description whatsoever which I may suffer or sustain in the course of or consequent upon my entry or participation in the said event.

(2) This waiver release and discharge shall be and operate separately in favour of all persons corporations and bodies involved or otherwise engaged in promoting or staging the event and the servants agents representatives and officers of any of them and includes but is not limited to Ozbike Tours, Freewheeling Australia Publications, Ride Sponsors National Parks and Wildlife Service, medical and para-medical practitioners and personnel, police officers and shall so operate whether or not the loss injury or damage is attributable to the act or neglect of any one or more of them.

(3) I realize that not only is the integrity of the sport of cycling at stake when I ride the said tour, but also the lives and personal safety of myself and other riders. I will heed traffic regulations, listen to the advice of four organizers and field marshalls, and help make the **Freewheeling Sydney to the 'Gong Bike Tour** a great event for all.

Signed (entrant) _____

EMERGENCY DETAILS

Emergency contacts name _____

home phone # _____

work phone # _____

If you are under 16 you must be accompanied by an adult. This section must be signed by your parent/guardian and you must include the name and phone numbers of the accompanying adult.

I certify that I am the Parent/Guardian of _____

who is _____ years of age and that he/she has my permission to participate in the said ride.

Signature _____ Parent/Guardian

accompanying adults name _____ phone # _____

The 1984 Freewheeling Sydney to the 'Gong Bicycle Ride is organized by Ozbike Tours.

Send entries to:

Freewheeling
Sydney to the 'Gong
Bicycle Ride
PO Box K26
Haymarket NSW 2000

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Enjoy the fabulous scenery
A great social occasion for young and old
Good organization



Hi jinks on the first Sydney to the Gong Ride. A huge specimen of the native fauna active (or radioactive?) in Royal National Park filches food from an off-camera rider.

Happy Birthday Wollongong Wollongong's 150th Anniversary

At Flagstaff Point the ride joins the celebrations of Wollongong's 150th Anniversary with a celebration of the bicycle.

For many the ride has been an heroic first in such a distance in one day, others will have done a record time.

Prizes are awarded to the best presented team, the emphasis is on style rather than uniform and to the most outrageous cyclist.

Greetings are exchanged between the City of Sydney and the City of Wollongong during an official welcoming ceremony.

Food and refreshments are organised. Other end of ride activities will include entertainment by a band of roving gypsies, displays by bicycle groups, a B.M.X. exhibition ride, kite flying and bicycle maintenance instruction.

Return travel for the third annual *Freewheeling* Sydney to the 'Gong Bicycle Ride, 1984, is provided by special arrangement with the State Rail Authority of N.S.W.

New friends are made and new roads found.

Prizes

Competition is expected to be particularly tough for the **Best Presented Group** prize.

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.

Another eagerly awaited event is the **Great Tyre Puncture Repair Ract** at Red Cedar Flat. It is hoped that last years winner will be available to defend his 1983 title and perhaps improve on his record time. Last weeks 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.

1984 REPCO Freewheeling to the 'Gong

Entry details

Riders Package

When you have completed the entry form and mailed it along with your cheque or money order you will be sent a rider's information package. This will contain the Information brochure, Map and your ride card. On the morning of the ride you will need to present your card at the Freewheeling stand in Belmore Park to pick up your patch. All packages will be sent out after the entry closing date.

The Route

The distance from Belmore Park to Wollongong is 85 km and our last train leaves Wollongong at 5.25 p.m. giving riders almost 9½ hours to complete the

route. The event is a bicycle tour and is not a race, so participants will be encouraged to enjoy themselves and the wonderful countryside they will be travelling through. Not counting stops, the average speed needed to complete the course is 9km/hr so even kids will be able to participate and enjoy the ride.

Safety and Breakdowns

The prime concern of the ride organizers is to ensure that all participants safely complete the event. Read and sign the safety declaration on the entry form.

Arrangements are made to ensure that the ride has competent first aid staff.

Travelling repair service vehicles and riders will be available, and will deal with riders' mechanical problems. Vehicles and mechanics are generously provided by a number of community spirited bicycle shops.

**Entries close
November 9**

Restriction on Age

Cyclists must be aged 16 years or over to register for the Sydney to the 'Gong. Minors must be accompanied by an adult.

The Ride Needs You

To keep the ride safe we need your help. Effective marshalling is essential and we will need on the day responsible people both riding and static. Why not ask a friend/relative to help?

Please volunteer to be a Guide, by filling in the section on the entry form and help ensure a safe ride. All marshalls will be asked to meet for briefing during November. Briefings will be held in Sydney and Wollongong.

Sydney Ride Guides Meeting

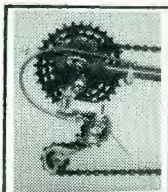
To make this year ride a success we need public spirited people to act as on-ride guides. These people will assist the organizers in general road safety matters and will greatly add to the overall safety of the ride.

A special meeting for all Sydney Guides will be held at 8.00 pm at the Inner City Education Centre 37 Cavendish St Stanmore on Tuesday the 30th of October. If you have not volunteered to be a guide but think you might if you had more details of the involvement, come along to this meeting and find out.

Wollongong Guides will be notified by phone of a similar meeting to be held in their area during November.

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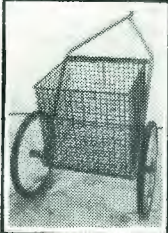
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Repco Cresta

With the arrival of bicycles like the Repco Cresta the bicycle touring scene looks set to take off at last. Warren Salomon tests on of the first of the new breed of dinkum touring bikes

For so long the lack of 'off the hook' touring bikes has meant that the only way for the beginner and enthusiast alike to get the right machine was to find a shop who knew about touring and have a bike custom built.

Now at last bicycles designed specifically for touring are starting to make their appearance in Australia even though such machines have been available elsewhere in the world for years.

So what makes the Cresta a 'real' touring machine and why is the right kind of bicycle so important?

A bicycle is an extremely useful and servicable machine. With just a rider to support, any old bike (so long as it is the right size and it comfortable to ride) can provide transport and pleasure in all but a few places. Like most things however, if a specialised use is sought, then

modifications to the basic design are in order.

The modern lightweight racing bike is a good example. For high speed riding the racing bike has equipment made from the lightest metals and is generally fitted with a close spaced gear range. Accessories are kept to a minimum and tyres are usually narrow and pumped up rock-hard for fast rolling.

On the other hand a proper touring machine is built for more leisurely riding. Tyres are generally fatter (unless dirt roads are to be avoided) and accessories of every kind adorn the bike depending on the individual need. Of course a rack to support pannier bags is important standard equipment as is wide/alpine range gearing. A comfortable saddle is vital especially if long distances are to be covered in comfort and frame clearances to fit mudguards

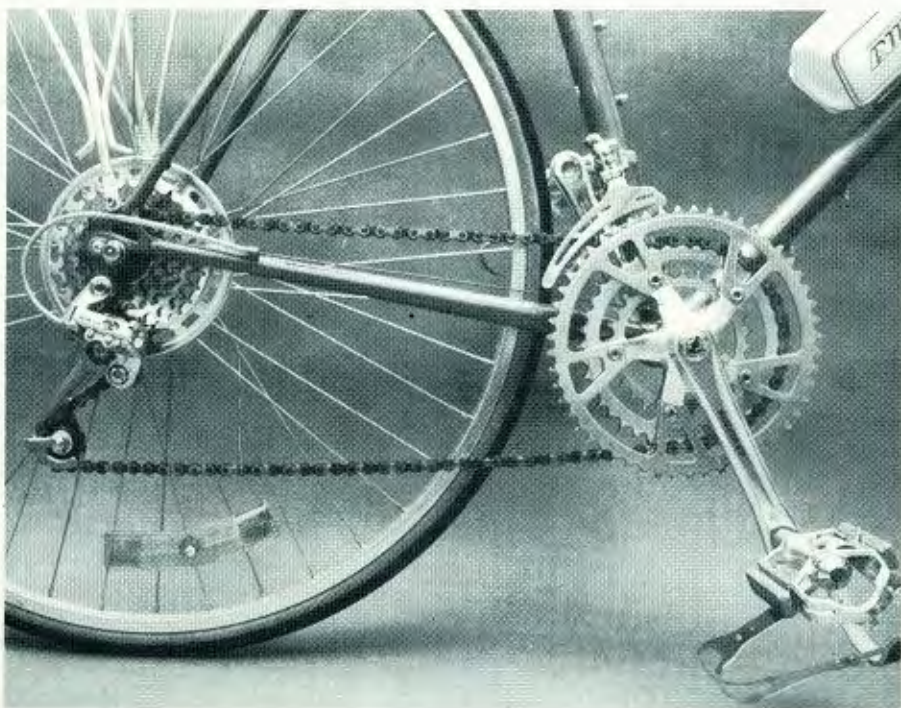
is considered essential even if guards are not attached.

In virtually all of these specialised requirements the Cresta comes through with flying colours. At the heart of the bike is its chrome moly lugged construction frame built from a mixture of Tange Champion No. 2 and No. 5 tubing. The frame is supplied with a host of brazed-on mounts to take rack, brake and gear cables and three water bottle cages.

To help cruise effortlessly up the hills the Cresta has one of the easiest shifting gear-trains fitted to a wide-range geared bike. The first point of contact for the rider is the ingenious SunTour top-mount Microlite down-tube shifting levers. Inside the body of the lever mechanism is a linkage which moves the front gear lever to compensate for any movement of the rear gear lever. This is often a problem one learns to live with on triple gearing combinations. Not so with the Cresta.

SunTour Mountech front and rear derailleurs are fitted and provide an uncomplicated shifting combination.

Braking on this machine is excellent thanks to the new pattern Dia Compe cantilevers. As one would expect from a bike fitted with these brakes wheel clearances in fork and frame are adequate for large section tyres and mudguards. The awkward brake pad alignment system common to other



The transmission of the Repco Cresta uses the new Sugino RT triple chainwheel set. Toe clips are fitted to the pedals as standard equipment. The 1 1/8" tyres are a little light for dirt road riding however there is plenty of clearance to fit larger section tyres should the need arise.

Dia Compe cantilever brake models is retained on this unit but as this adjustment is only made when new pads are fitted it is only a minor inconvenience. Changes to cable tension can easily be made on the brake unit by means of an adjustable straddle cable.

One of the Cresta's most thoughtful design features is the forty spoke rear wheel to cater for heavy touring loads. This is a real change in design outlook at a time when the 36 spoke wheel had become the de facto standard (for front and rear). The wide-spread use of 36 spoke wheels front and rear is more to do with manufacturing convenience than the meeting of design requirements for a loaded bike.

Rider comfort is extremely important with a touring bike. Many days on the road will soon produce soreness if some item of bike equipment is not quite right. The Cresta is fitted with sponge sleeving on the handlebars to reduce jarring to the hands. The other important point of contact - the saddle - is the only item on this otherwise excellent machine which could be improved. Unfortunately the Japanese do not make very comfortable anatomic saddles (one of their excellent wider leather types would have been better).

Overall the Cresta is a very good touring bike with all the standard equipment bicycle travellers in this country

have been denied in a brand name model. Care and attention to detail are demonstrated in thoughtful touches such as the brazed on mounts for the rear alloy rack and the double eyelets for mudguard fitting. For just under \$500.00 this Repco touring machine represents good value for money on a machine with all the important 'accessories' included as standard equipment.

Repco Cresta

Recommended retail price \$495.00 Sizes: 53, 58, 64

Size tested: 58 cm

Frame tubing: Top tube seat tube and stays Champion -5, Down tube Champion -2 Chrome moly tubing, Lugged construction, Box welded fork crown, Stainless chain stay protector, Braze-on fittings for three water bottles, brake and gear cables, chain hook, rack and cantilever brakes.

Frame dimensions: Head angle 73 degrees, Seat angle 72 degrees, Bottom bracket height 280 mm, Fork rake 55 mm, Wheel base 1050 mm, Chain Stay 450 mm.

Transmission Chain Wheel set: Sugino TRT Triple alloy cotterless 170 mm cranks Chain: Izumi Sigma Derailleurs: SunTour Mountech Freewheel: SunTour Gold Levers: SunTour top mount Microlite

Wheels Rims: Araya 16A 27 x 1 1/4 alloy Hubs: Sanshin Small flange Alloy Q/R 36 hole front, 40 hole rear Spokes: 14 gauge rustless Tyres: Panaracer 1 1/8 HP

Equipment Pedals: KKT Pro Vic IIB with toe clips and straps Brakes: Dia Compe 981 cantilevers Handlebars: SR CTD 390 mm with soft sponge covering Handle bar stem: SR CT alloy Saddle Pillar: SR Laprade Saddle: Taihei Avocet anatomic

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TANDEMS — Phasing in or out

If you have ever seen a tandem pass in the street with both sets of legs moving at seemingly different speeds, then it was probably 'out of phase'. This term 'out of phase' means that the cranks are off-set usually at 90° to one another, (see fig. B) as opposed to the 'in phase' set up where both front and rear cranks on the same side are synchronised to point forward together, (see fig. A).

Certainly 'in' is 'in' and is the most popular set up with benefits of easy stop-start cycling, especially with novice stokers. Both riders can put their feet to the ground at rest. When in motion, the bike sways the same way, with both riders applying pedal load simultaneously in the same plane, giving more of a single bike feel. We use this set up for 'round the town' cycling as it makes the traffic light stops easier to cope with.

'Out of phase' was introduced by tandemists being kind to their drive systems under heavy load conditions. These conditions occur most often on long steep climbs with a fully loaded

bike. Its major disadvantage is the mounting problem for the stoker as the pedals always end up in a funny position for starting off. This is obviated by the stoker strapping in and not putting a foot to the ground at short stops. There is always a bit of a struggle with the stoker as the captain tries to get his starting pedal into the right position! There are two positions for the cranks to be out by 90° , and both should be tried to assess the 'feel' of the bike. We prefer the rear crank on the same side to follow the front by 90° , (fig. B). It gives a pleasant two-cylinder engine sensation, whereas the other method, (fig. C) tends to make the bike twist more. With either way both riders eventually tend to stop swaying and ride with a much smoother technique which improves the ride.

Although strange at first it is amazing how one gets used to it quite quickly. With a stoker that is heavy the method described above, (fig. B) with the rear same-sided crank following 90° works best as it is still possible for the stoker to place a foot to the ground despite the mounted foot being just behind 'top dead cen-

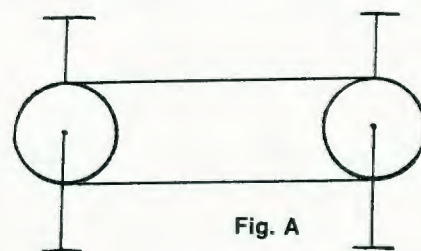


Fig. A

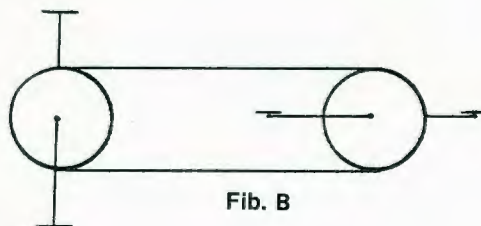


Fig. B

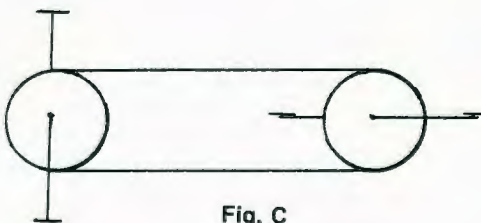
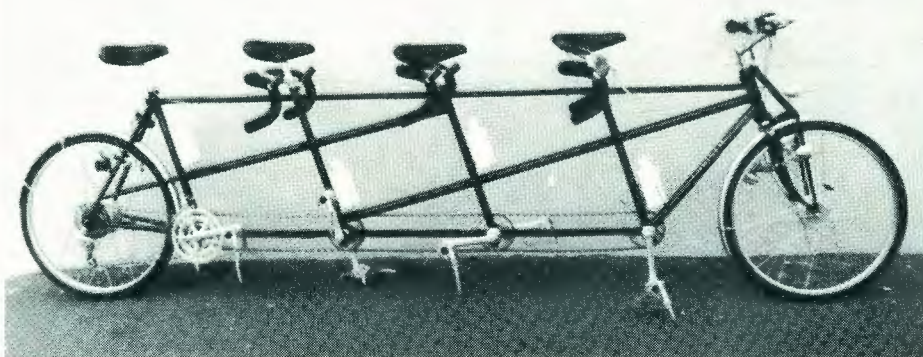


Fig. C

THE TANDEM SPECIALISTS



A fine example of Christie craftsmanship

This four seat tandem was hand built by Christie Cycles of Melbourne for the Solar Energy Research Centre, Queensland University.

It will be entered in the Cairns to Brisbane Courier Mail 'Great Paper Chase' run between September 29 and October 7.

Technical detail: Reynolds 531 tandem tubing, oval top tube, reinforced mountain bike forks, Dia Compe 960 cantilever brakes plus drum brake and heavy duty headset.

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tre'. A little thought and you will work out the position of the pedals in the other position (see fig. C).

Benefits of 'out of phase' are in extended life of clusters, spokes, chains and chain wheels. It is also possible to feel ones own contribution to the overall effort (for good or bad) a little better. On loose steep surfaces, traction is increased significantly. Standing on the pedals is possible one at a time when 90° out, whereas when synchronised together both riders can 'honk' up hills. The 'out of phase' method encourages more of a stay-seated twiddling approach with plenty of low gears.

So when you next hear the claim that the tandem pair are pedalling at different speeds — don't be hood-winked — it is merely a prudent optical illusion aimed at tandem preservation.

Paul will be overseas for a short while, amongst other things attending Tandem '84 in England.

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High-wheeling into history

The story of the first trans America journey by bicycle.

by Daniel D'Ambrosio

One hundred years ago, at a time when thousands of families were loading their worldly goods in covered wagons and heading west across North America, Thomas Stevens tied a handful of things to his bicycle and headed east.

The easy riding, however, did not last for long. By nightfall he was lost and afoot, pushing his bike through a swamp. Undaunted, he stumbled forward, his way lit by the flames of a nearby bush fire.

The going was never easy. He was

On April 22, 1884, astride his Columbia high-wheel bicycle, Stevens waved good-bye to a few well-wishers in Oakland, California, and pedalled off toward Boston. As tall and proud as a rider on horseback, Stevens spun silently down the macadam surface of Oakland's San Pablo Avenue.

charged by a mountain lion, nearly trampled by wild horses and bitten by a rattlesnake. He was arrested in Cleveland, 'buggy-whipped' in New York, and regularly ridiculed by drunken cowboys and passersby.

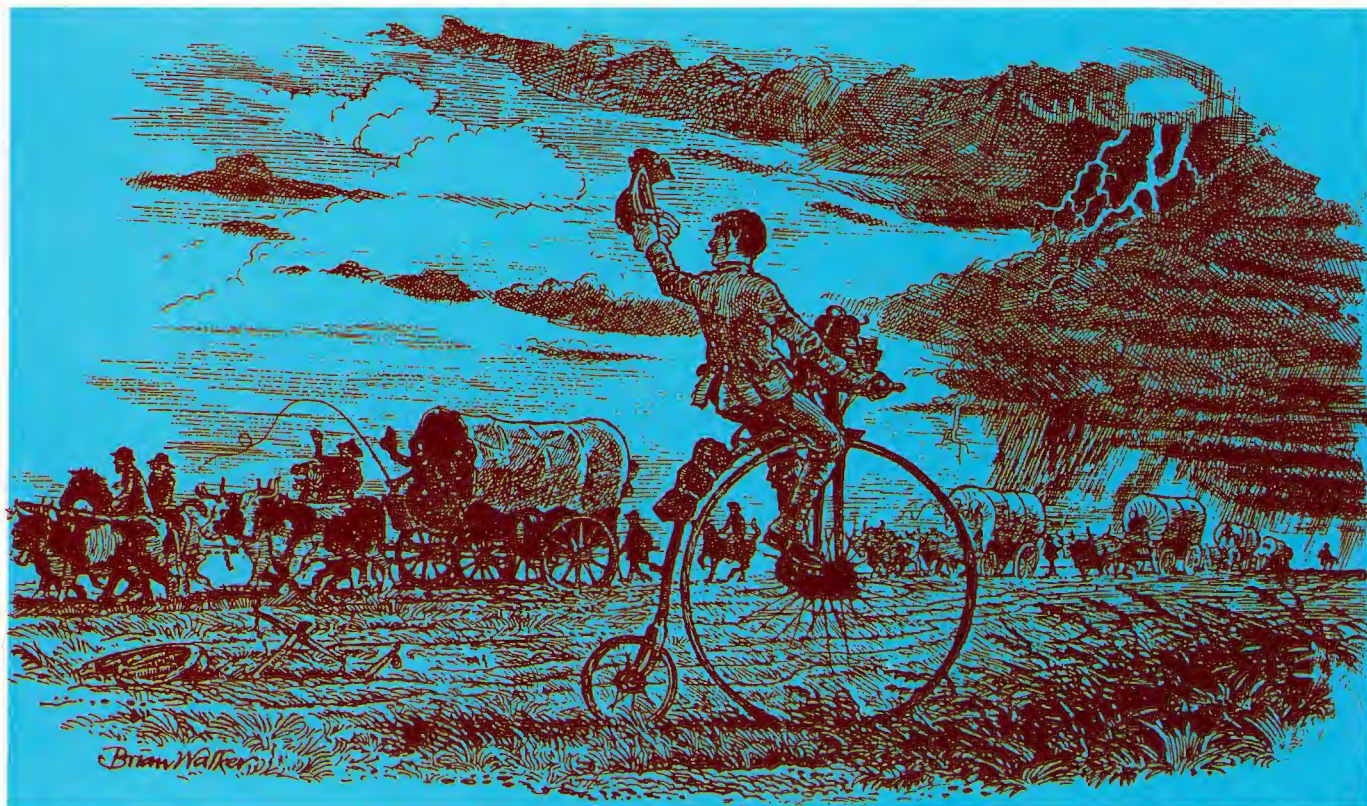
Yet, 3,700 miles later, he made it.

'At two o'clock in the afternoon of August 4th, I roll into Boston, and whisper to the wild waves of the sounding Atlantic what the sad sea-waves of the Pacific were saying when I left there, just 103½ days ago,' Stevens wrote.

Others soon followed in his track. Before the end of the 19th century, cyclists riding 'modern' bicycles — with diamond frames, chain drives and inflatable pneumatic tyres — had cut the record to 57 days.

In the 20th century, the record continued to fall. In 1949 a solo cyclist made the crossing in 23 days, 20 hours. In 1953 it was done in 14 days, 16 hours.

In 1982 marathon bicycle racer Lon Haldeman rocketed from California to New York in 9 days, 20 hours.



Thomas Stevens went diametrically against the tide of migrating pioneers by heading eastwards. In the South Platte River country of Wyoming he greeted wagon trains almost every day.

Haldeman predicts that this year — if weather conditions are favorable — he will cut his time to 8½ days during the annual 'Race Across America.'

Record-seekers aside, tens of thousands of riders have crossed the continent at a much more leisurely pace. In recent years most of these riders have ridden 'off-the-shelf' ten-speed bikes, although the crossing has been made on everything from unicycles and cheap clunkers to a computer-equipped, aerodynamic recumbent bicycle.

To avoid the noisy, smoggy Interstate system, many transcontinental riders follow a back-country route custom-designed for cyclists by Bikecentennial, a non-profit service organization for bicycle tourists.

Bikecentennial inaugurated its 4,450-mile TransAmerica Trail in 1976. During that bicentennial year, more than 2,000 riders, from ages 7 to 86, made the crossing.

Since then, Bikecentennial has researched and mapped thousands of miles of bicycle routes, exploring backroads throughout the nation and visiting many of its scenic highlights, including Glacier, Yellowstone and Grand Teton National Parks.

Cyclists can use Bikecentennial guide material to help plan their trip, or they can sign up for one of the organized tours provided by the ten-year-old organization.

Thomas Stevens purchased a Columbia high-wheel bicycle, which cost about \$125, and spent a few weeks learning how to ride it.

The principle behind the high-wheeler's operation was simple. Since there were no gears between the pedals and the wheels, the bigger the driving wheel, the more ground covered with each turn of the pedals. The bigger the wheel, in short, the faster the bicycle.

In the end, of course, the size of the wheel was limited by the length of the cyclist's legs. For Thomas Stevens, that limit was a wheel with a diameter of 50 inches.

A cyclist had to both press downward on the pedals and lift upward on the handlebar. Furthermore, the cyclist's arms had to alternately shift the stress from one hand to the other. On rough ground, where steering was difficult and hard pulling necessary, the upper part of the body felt the strain even more than the lower.

Because the cranks and pedals were fixed directly to the front axle, the rider's feet had to turn at exactly the same speed as the wheel. On a steep downhill, when speeds could hit 40 miles per hour, there was no way a cyclist's feet could follow the pedals.

Debate raged among wheelmen about coasting; Should the rider swing his or her legs over the handlebars, thus providing a sporting chance of landing on one's feet if the bicycle took one of its frequent falls? Or should the legs be placed on the fork-mounted footrests, thereby keeping the centre of gravity further back and making an accident less likely — but guaranteeing that if one occurred, the handlebar would trip the rider and send her or him sprawling to the earth, face forward?

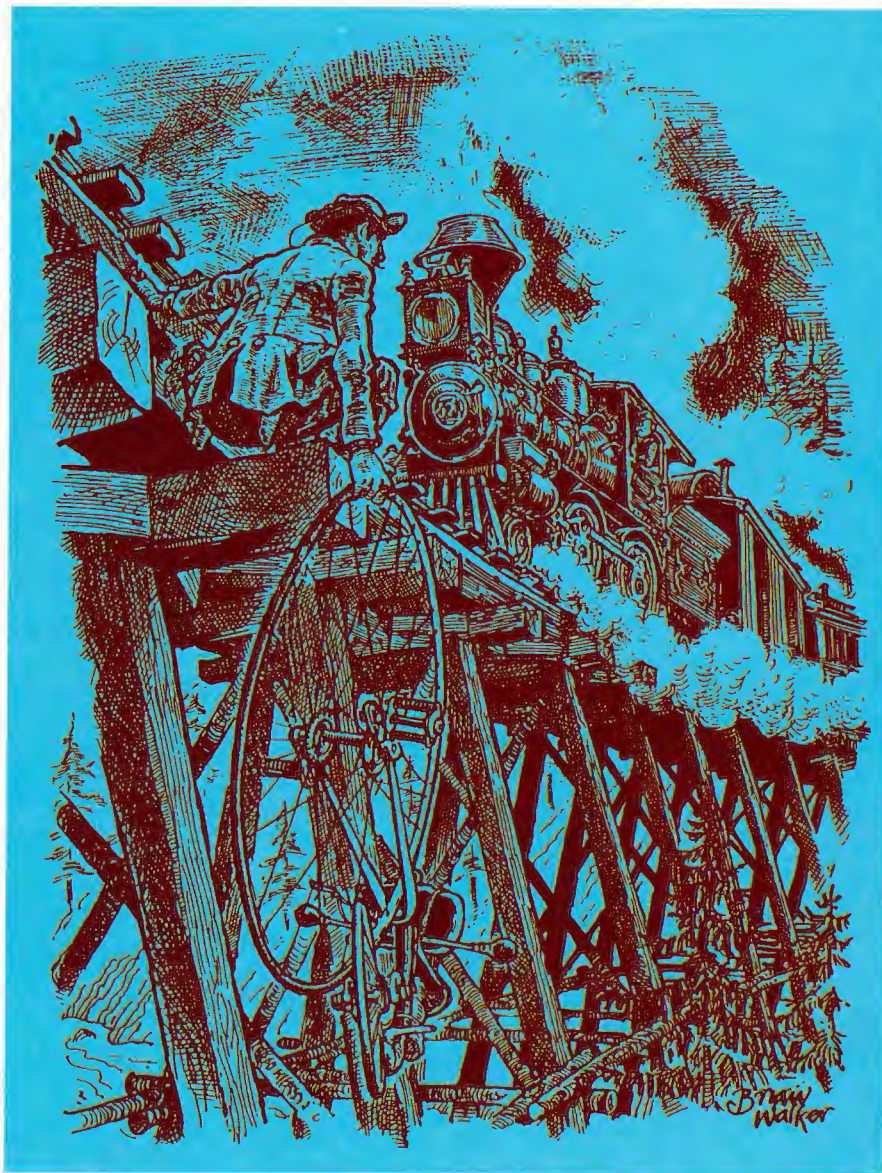
In addition to those difficulties, the high-wheeler was also hard to start and stop. In order to mount the big bike, a rider grabbed the handlebars, took a short run to gain momentum, then — placing the left foot on a step on the frame — vaulted into the sad-

dle. If the feet did not immediately find the pedals, which were turning all this while, the big machine lost its momentum, teetered and came crashing down.

Dismounting was the reverse procedure, but offered an even greater opportunity for disaster.

Despite the fact the high-wheeler was difficult to operate, it had some revolutionary implications. The 'ordinary,' as the big bike was known, was the first personal transportation the common person could afford to own.

'Suddenly, the surrounding countryside was available to the townsman, and the villager could attend theatre in the big city 20 miles away and be home by midnight,' wrote a 20th century historian.



Travelling the right-of-way rail routes was an efficient, though somewhat manic, ploy to avoid the aggression of men and animals alike. Suddenly confronted by an Iron Horse on a Californian trestle bridge Stevens chivalrously stepped aside and perched upon the end of a cross-beam.



Stevens was not enamoured by the four-legged traffic he had to contend with. He wrote, 'The Erie Canal mule's first mission in life is to engender profanity and strife between boatmen and cyclists.'

The high-wheeler could overtake horse-drawn carriages, even when they were going at full gallop. Speeds of 20 miles per hour were not unusual for cyclists.

Thomas Stevens averaged more than 40 miles per riding day. His best ride came in New York State, where he covered 82 miles in one day, stick-

ing to a railway right-of-way nearly the entire way. Many modern cyclists, interestingly enough, would find 80 miles to be a respectable day's ride.

'This summer we'll offer everything from a 90-day, transcontinental camping trek to a week-long tour of Montana hot springs, complete with motel accommodations

and a van to provide refreshments while on the road,' said Bikecentennial executive director Gary MacFadden.

Such conveniences are a far cry from the conditions encountered by Thomas Stevens, 100 years ago. Stevens had no carefully researched route to follow. In fact, he had no maps, and, for much of his journey, he had no roads. He was forced to push or carry his bike for at least a third of his cross-country trip.

'Steven's work is always with the wheel, but he is by no means always mounted,' stated a 19th century writer. 'Sometimes he wades through the sand of a desert, pushing before him the deeply embedded tyre. Sometimes through a rough or swampy country, he bumps his machine for miles along a railroad trestle-work; or on a high mountain pass, carries it in the air above his head.

In fact, Stevens said that if he were to 'push' a wheel across the American West again, he would prefer it to be a wheelbarrow. That way, he explained, at least he could trundle along enough provisions to make himself comfortable.

As it was, he carried no food or cooking gear. He ate only if he encountered people willing to share or sell a meal.

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'The chief discomfort of the experience was hunger, as my appetite was all the while ravenous, and a sufficiency of even the coarsest food was often unattainable, Stevens told an interviewer.

Stevens, who stood 5 feet 5 inches tall, departed San Francisco weighing 158 pounds. Forty-two days later, when he reached Cheyenne, in the territory of Wyoming, he had lost 25 pounds.

Unlike modern cycle tourists who drape their bikes with specially designed bags that carry 40 to 50 pounds of gear, Stevens made his crossing with little more than what was on his back.

He crossed the Sierra Nevada Mountains, where snow was more than 10 feet deep, unprotected by either coat or blanket. He carried only one extra shirt and a thin rain poncho.

Instead of specialized tools and replacement parts, Stevens outfitted himself with a monkey wrench, a can of oil, a few extra spokes, a spare tyre (made of solid rubber) and a pot of glue (used to mount the spare).

His bicycle withstood the ordeal without breakage or excessive wear. That was one of the major advantages of the 'Ordinary' cycles, as the high-wheelers were known: They were so simple that there was little that could go wrong, and, when something did, the rider could usually repair it.

The major disadvantage of the Ordinary was that it was difficult to ride. With the rider seated directly over the front axle, the Ordinary's center of gravity was located precipitously to the front. Any resistance encountered by the big tyre, whether a rut or a small rock, would bring the rider diving forward in a fall known as a 'header'.

On rough roads, headers were regular occurrences. On the wagon trails and wild terrain ridden by Thomas Stevens, headers were virtually unavoidable.

In one instance, Stevens performed what he called 'an inglorious header' along the South Platte River, in full view of several wagonloads of freckle-faced children.

'When my crest-fallen self is spread out on the prairie,' he wrote, 'these faces — one and all — resolve into expansive grins, and a squeaking female voice from out the nearest wagon, pipes, 'La me! That's a right smart chance of travelling machine, but, if that's the way they stop 'em, I wonder they don't break every blessed bone in their body!'

It was also possible, of course, for Stevens to enjoy many miles of relatively fast and safe cycling —

when he found suitable surfaces, such as canal towpaths, railroad right-of-ways, or even the alkali flats of Utah and Nevada.

In commemoration of Thomas Steven's historic ride, members of The Wheelmen, an organization dedicated to the 'enjoyment and preservation' of the Ordinary, rode high-wheelers across the nation. Although The Wheelmen used paved roads, not wagon trails and railroad beds, they retraced Steven's route as closely as possible. The major danger encountered was not mountain lions or wild broncos, but motorized vehicles.

In addition to the commemorative activities undertaken by The Wheelmen, more than 2,000 cyclists are expected to cross the nation this year, taking the Bikecentennial route or finding their own way.

Just as Thomas Stevens did 100 years ago, they will find their journey to be both an adventure and a chance to discover the landscape of rural America.

For more information concerning the Trans American Trail touring in the U.S.A., contact: Bikecentennial, P.O. Box 8308-B, Missoula, MT 59807; or call (406) 721 1776.



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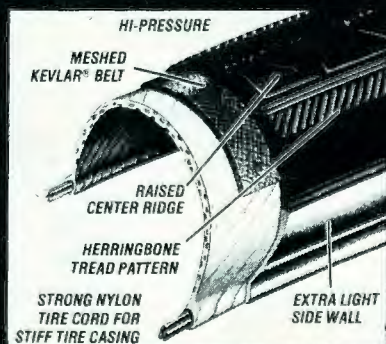
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Rocking and Rolling through Victoria

by Helen Pausacker
Photos by James Spence

Bill came bursting into my lounge room after his Stonewall collective meeting, his face alight with excitement.

'Helen! Helen!', he said. 'What would you say to a cycle ride from Sydney to Melbourne in June?'

'Very cold, most likely wet, and a long way . . . ' was my response. I looked at him severely, hoping to dampen his obvious enthusiasm. 'OK, what is it? Why June?'

I should have guessed. The first gays to fight back against police raids had been in America, in June 1969. When police raided the Stonewall Inn, a gay bar in New York, gay women and men had retaliated by throwing rocks and demonstrating outside the Inn. Whilst that certainly wasn't pleasant for them, it was probably a warm, balmy summer's night.

Stonewall has now been taken on as the event marking the beginning of the modern gay liberation movement. This year was Melbourne's first time to organise a Stonewall Week, though Sydney had done so for many years. Bill's idea was that we should have a bicycle escort of 20 to 50 cyclists for a large paper-mache rock from Sydney to Melbourne, as the symbol of Stonewall moving to Melbourne, and as a publicity stunt for the beginning of Stonewall Week. I glumly agreed to join in, picturing muddy roads, and catching the flu. The idea of a gay liberation cycle ride appealed to me, as it combined two of my keen interests, but the weather didn't. June isn't the time to take to the streets here.

Over the next two months we modified Bill's plan to a ride from the NSW border to Melbourne — symbolism can be carried too far! Bill, Trevor and I worked out a route, and Bill issued press releases to the mainstream and gay media, and handed out a hundred leaflets at bars. He had an enormous response . . . two

people — both friends of ours! Still, better four than none. Channel 6 in Shepparton contacted Bill and said they'd like to interview us.

Tuesday 19 June

Bill met James and I at Cobram station. He'd driven back from Sydney that day, having collected the paper-mache rock made by Anggays (an Anglican gay group in Sydney) and was tired. I had a fluery sinusitis, and James felt lousy too, so we went back to our freezing tent, half taken up with the rock, and gloomed.

Wednesday 20 June

However, Wednesday, after a freezing night, was a glorious day: cool, but with a beautiful blue sky — perfect weather for cycling. Bill couldn't get the car (with the rock in the trailer) to start, so we were told to get moving, and he'd catch up with us.

The cows seem unexcited despite the proximity of a genuine media event. This off-the-road, on-the-record interview was conducted for Shepparton's television station, Channel Six.



Bill and Trevor had investigated the route and produced a detailed instruction sheet of what roads to take, and following these, we knew we were headed for Yarrawonga. We cycled along the Murray Valley Highway, and past the Brymay forest with its perfect rows of thin spindly trees, amazingly like the matchsticks they would later become. The trees made patterns, seeming to move as you cycled past them. Both of us began to cheer up, though a nagging thought at the back of our minds was that Bill still hadn't caught up with us. We seemed to be headed in the wrong direction, and we realised we'd forgotten a map, so we decided to buy one in Yarrawonga, just to make sure.

The petrol station at Yarrawonga echoed with curses as we opened our maps. We discovered later that Bill had got muddled with Yarroweyah, but all we were aware of at the time was that it was 1 pm and we were a long way off course, and would be hard pushed to meet up with Bill and the car in Shepparton that night.

At Katamatite we decided it would be getting dark soon, so we left a string of messages for Bill at the Shepparton caravan park and with Melbourne friends, and moved into an on-site caravan. We were cooking tea when Bill arrived, having got our messages. The rock camped on its own in Shepparton.

Thursday 21 June

We got a lift with Bill to the rock in the morning . . . justifying that we'd

cycled 79 kilometers the day before, so we'd really done the distance — even if it was in the wrong direction.

Nothing went right at this stage. We did our 'media event' for Channel 6 a bit out from Mooroopna (Fruit Salad City). In the middle of it we locked the keys in the car, and it took us and the TV crew half an hour to get them out before they could film us and the rock on the road. Once we'd got going James got a puncture and the show came to a halt again!

But from then on the ride went smoothly . . . Trevor joined us that night at Nagambie and Bill's brother and girlfriend came up to visit for the evening.

Nights were now spent in comfort, playing cards in on-site vans. We decided it was well worth 'living it up' for the advantage of not having our noses frost-bitten in the morning. All the days were perfect, right down to the wind, which tended to be a slight tail-wind rather than a head-on wind. Trevor, James and Bill alternated the driving of the car and towing the rock (I'm too much of a cyclist to have learned to drive!) so we had the added advantage of having our coffee boiled for our rest-breaks.

The countryside was beautifully green, with lots of cows and sheep.

Friday 22 June

Friday was a very foggy, frosty start, through State forest — beautiful in a spooky sort of way, and fun if you forgot the pain caused by your toes and fingers freezing.

We arrived early in Heathcote — 3 pm being a perfect time for a Devon-



Gallant to the end the author carries out repairs to one of James' punctured tubes.

shire tea by a roaring fire and then a stroll around the town.

Saturday 23 June

On Saturday we began a steep ascent from Heathcote. Trevor's instructions on our sheet read 'good views from hill' and later 'a pleasant uphill walk'. At Mia Mia we were told to 'walk through hamlet to catch all the features'. The main feature, when we got there, was a very steep hill! Inspired by Trevor's pearls of wisdom, though, we pressed on.

After another Devonshire tea at Woodend we turned onto a dirt track, which lead us through a bleak, empty,

cleared landscape, reminiscent of a moonscape . . . the site of the Macedon bushfires last year, and a frightening reminder. Only the gum trees had survived on one side of the track, and their trunks were black with bits of foliage growing right up their trunks.

Sunday 24 June

Trevor and I got up at 5 am on Sunday, worried we wouldn't make it to Melbourne in time. Cycling along dirt tracks in the dark had its beautiful side though, giving us a chance to gaze at the stars, and feel virtuous. We watched the sun rise near Sunbury where we were joined by Bill and James.

Our nervousness about time lead to a two hour wait in Broadmeadows Shopping Centre, where we were to be joined by the day-trippers on bicycles, who, when they arrived 'swelled' the number of cyclists to six. We were then ready to make our 'grand' entry into the Mall, where the media had been notified we were appearing at 2 pm.

Our valiant little band appeared at the Mall to find the place empty, apart from a couple of loyal friends with a Stonewall banner, and a police car. Luckily Bill's brother saved the day by appearing with a birthday cake for Bill, so we celebrated Bill's birthday instead of a victory for gay liberation. We munched our slices of cake and then went home.

As if to prove how kind the weather had been to us, I had barely shut my front door when the clouds that had been gathering all Sunday burst, and from the comfort of my home, I watched the rain pour down.

Final touches are applied to the escort vehicle before the unexpectedly serene entry into Melbourne's Bourke Street Mall.



A taste of the old country

by Yabbo Thompson

I recently spent some time back in England after an absence of over six years, and found that I had forgotten just how pleasant cycling can be over there. In fact, I feel it is more actively

encouraged than in Australia. More people use bikes for local trips such as shopping expeditions and a number of towns have cycleways. I also found people to be courteous towards cyclists and car drivers more aware.

Armed with good maps showing all the back roads including bridle paths,

I was able to work out routes that for the most part avoided even the A and B roads. With the advent of more motorways less heavy traffic is now travelling on the other routes; so it is possible to cycle safely over much of England as long as you don't mind taking a longer time.

Most of the cycling I did was only around a small portion of southern and midland areas. I think I would need at least a year in which to cover a greater part of the country!

I was fortunate in being able to borrow a bike, although there are places, particularly in London, where you can hire bikes for reasonable rates. Addresses for this can be found in various publications including 'LAM', a free magazine available in London, which also gives some Australasian news. The bike I borrowed was a heavy-framed three-speed, which took some getting used to after my lightweight ten-speed back in Australia. Still, as much of the cycling I did was in fairly undulating country, it was a perfectly adequate bike. I think though, had I been riding north to Scotland or in parts of Devon etc. I would definitely have preferred a ten-speed!

Despite the fact that more and more of England is being eaten up in suburban sprawl, there is still much greenery about; in fact I was struck by just how many different hues there were of that colour and how vivid, until at the end of the fourth day of rain, I realized why!

Actually, I was lucky with the weather while on the road in spring and early autumn, but decided to stay in youth hostels rather than carry a tent. There is an excellent network of hostels throughout Britain at all the large centres and scattered in between, with charges around £2.40 per night if you're over twenty-one. I stayed in hostels around East Anglia and found them to be friendly with a large cross-section of people. I met more Swedish staying at hostels and cycling than any other nationality, probably because under a scheme, they can hire bikes and as a result get into a certain number of hostels free of charge.

In East Anglia, I cycled one afternoon from Ipswich to Nedging Tye, where there is a hostel in an old mill house. It was a pleasant ride past poppy fields with the quietness interrupted too often by aircraft! There are a number of air bases in this part of the country. The next day I carried on to Brandon deviating to Tostock, near Bury-St-Edmunds, for lunch. The afternoon's ride was accompanied by a steady sprinkle of rain and took me past a slightly hillier, wooded area. The hostel at Brandon is a large nine-



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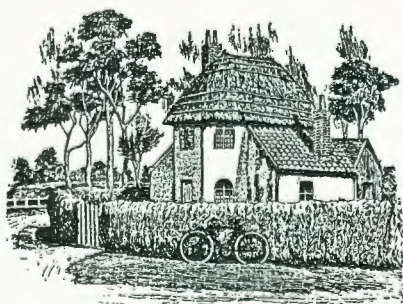


teenth century manor house, now somewhat incongruously surrounded by a council estate (Housing Commission). From here, I continued on to Litcham near King's Lynn, stopping at Swaffam, a pleasant market town, for lunch. I remained at Litcham for a few days and made a trip to Sandringham, a country estate belonging to the Royal Family. It certainly would be a pleasant shack to have in the bush! I toured the coast in that area by car, but it would also make an interesting cycle route, Wells 'next the sea' being a pleasant place to stay.

I could not find a way to avoid an A road to Boston from Kings Lynn, but it was not very busy and took me about six hours. Boston in Lincolnshire has the largest parish church in England called 'the Stump'. The town has associations with Australia, in particular Tasmania, as Mathew Flinders and George Bass both hail from there.

I had an enjoyable ride across country to the city of Lincoln, arriving as the late afternoon sun was casting a light over the Cathedral. You can see this building for some miles before you reach the city as it is prominently situated on a hill. Another good view of the Cathedral can be had from the battlements of the old castle ruins. I also attained an excellent view of it floodlit at night, from the attic of the Bishop's House!

Due to lack of time, I took a train from Lincoln to Huntingdon. You can take bikes free on trains in the guards vans, except on certain routes during rush hour. From Huntingdon I rode to Saffron Walden in Essex. It had not rained since Brandon but as I approached this town it began to bucket down. After a hilly ascent I was really glad when I reached the friendly tudor house that was the hostel. The follow-



ing day, cloudy but dry, I carried on to Billericay; a flatish ride through the more scenic part of Essex. Later, I managed to bypass the centre of London via a ferry at Tilbury docks that cost about forty pence and took me across to Gravesend in Kent.

Most of the area just mentioned is ideal for cycling because of the easy terrain, thereby suiting beginners at touring.

On another occasion I found a roundabout route to South Warnboro' (near Basingstoke, Hampshire) through Surrey and Kent. A good ride, but I seemed to pass through all the seasons that day, going from a cool early morning to cold mist, rain and hail then warmth and sun! It was a long ride, seventy two miles but very enjoyable, all back roads until I reached Farnham, nine miles from my destination.

A gentle ride of an hour or so past thatched roofed villages with picturesque duck ponds, bought me into Basingstoke, a growing newer town with a different feature: the housing estates are almost indistinguishable from each other, but are identified thematically. One area might have streets named after composers, while another might have streets such as 'Fuchsia Close'. There are so many roundabouts in Basingstoke that it can be confusing — it reminded me of a poem,

"It was impossible to leave the town
Four times we reached the gas-
works and reversed"

Anyway, finally I was on my way to Winchester, another Cathedral city, with many historical associations including King Alfred and King Arthur legends. It was a sunny day and restful to stop and lean dreamily over country gates. I also had to pause often to pump up a tyre with a slow puncture!

Winchester is worth a stay for many reasons, even if only for the fact that there are one hundred and fifty pubs around that area! It is surrounded by hills and lack of money has so far stopped a by-pass being built across the beautiful water meadows. This was where Keats composed 'Ode to Autumn' and you can walk to bike through them and almost forget the twentieth century for a while.

I cycled back to Basingstoke to visit people before heading across to Wiltshire. I stopped in Melksham, near Bath, the latter being an interesting city to visit complete with Roman baths. From Melksham I continued via the historic village of Laycock, most buildings dating from tudor times (sixteenth century), even the school dates from about 1834. The abbey there, dating back a few



centuries, has little claim to fame except maybe as a backdrop for some of Norman Parkinson's fashion photography!

Next to Cirencester for lunch and I entered the town via a cycle path. Then on to Cheltenham up over Salisbury plains where I passed tanks and saw helicopters circling overhead; so much so, that I thought I was in the middle of a battle — but no — just normal manoeuvres! Then I had a wonderful swoop down to Cheltenham, which still has the atmosphere of a spa — a touch of upper class England in its somewhat dated gentility. From there I rode some way back along the route I had come and then headed out towards Swindon. There I stayed outside the town. Definitely a depressed area, with youth unemployment at nearly fifty per cent, it is surrounded by pleasant pastureland and the stones at Avebury rivalling Stonehenge.

From here I made my way back to Basingstoke, stopping at Newbury for lunch. In the afternoon I rode past Greenham airbase where a group of women from Wales had recently marched and chained themselves up for a week or so protesting cruise missiles which are to be deployed there! It took me an hour to cycle past one length of the base!

I reached Basingstoke around early evening and there sadly relinquished the bike. Shortly after that I left England, unsure when I can return. If/when it is possible, I intend to ride up north and then of course there is Devon and Cornwall, etc., etc., etc.,....



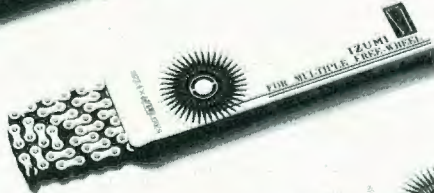


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Book Review

Cycling in Europe

"Europe has a tremendous variety of scenery, on a scale which makes it possible to see and feel changes with every day's cycling. Monotonous scenery is rare. Europe has been called 'the peninsula of peninsulas' for its shores are incredibly devious and total something like 32,000 kilometres. There are mountains and ice caps, near deserts and broad rivers. But the most cycled is that charming, unpretentious mix of chequered fields and woods divided by narrow winding backroads, bubbling streams and little villages. It is a cultural treasure chest too, and you do not have to ride far before finding a medieval church or castle; the cities are full of museums and great architectural works."

CYCLING IN EUROPE

Nicholas Crane
The Oxford Illustrated Press,
1984

Reviewed by Nigel Jenkins

This book is excellent, it will serve as both a best first reference on the countries included and as an entertaining volume. Cycling in Europe inspires the reader to do just that.

This touring guide explains how to cycle through five countries in one day, climb the highest passes and fly down the longest descents, find the best cake shops and delight in the best of cycling this amazing continent.

What to do and what to avoid? It's all included and well indexed: that the rain in Spain falls mainly not on the plains but on the northern coastlands and the Pyrenees, that one must watch out for snakes being tangled up in spokes in Yugoslavia and how to say 'can you repair my bicycle?' in Germany (Können Sie mein Fahrrad reparieren?).

Following a general introduction the author considers cycling in the countries of Greece, Spain, Norway, Sweden, Denmark, Finland, France, Netherlands, Belgium, Luxembourg, Germany, Austria, Italy and Yugoslavia. Produced in England, and directed towards British cyclists, that country is not included except for a comprehensive appendix of useful organisations, clubs and sources.

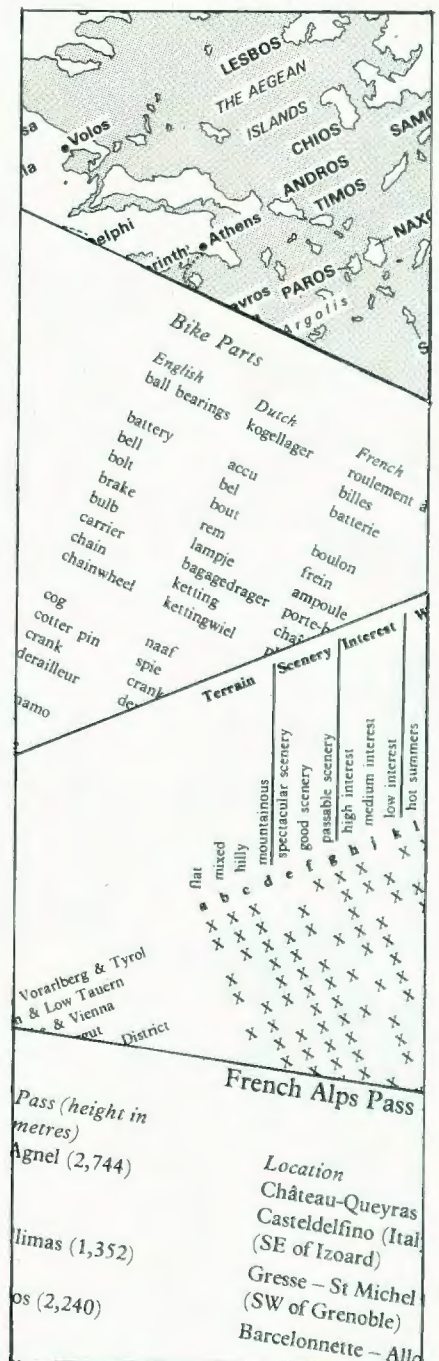
Nicholas Crane has selected many routes in the countries included and

has graded each according to terrain, scenery, interest, weather and accessibility. All are enthusiastically described and include the most basic information essential to keeping body and spirit alive in strange lands, how to cope with the railways, eat, drink and find accommodation.

References to specific sources such as maps are used extensively rather than attempting to include everything. The guide includes for example one map of each country showing boundaries, touring areas, cycle tour routes and scale, detail is left to Michelin.

The cycling information provided is of broad application and is addressed to the special needs of the cyclist. Subjects covered include Cycle Shops, Cycle Hire, Transportation, Roads and Organised Cycling Holidays. The guide's appendices are wonderful and include a well thought through Equipment Check List, National Holiday Guide (or when to stay off the roads), Road Rules and Velo Vocab in five languages.

As well as packing an enormous amount of technical and practical information into this guide, Nicholas Crane narrates his European cycling experiences in a manner that both conveys much of the ambience of these countries and the emotions of a cyclist. The author's wealth of anecdotes carry a cyclist's perception of Europe, splendid reports of detail and presence that reflect the relaxed, measured and vulnerable essence of bicycle touring.





Going going gone ... This photo story taken from four different cameras documents the sorry progress of Robert Day as he takes a knee-deep water crossing at speed. 1. Robert descends the steep road into the crossing sending up a wall of water. However the water grabs hold of his wheels and pulls his machine to a stand still. 2. At that point the momentum is transferred to the hapless rider who shoots forward across the handlebars. 3. The bike eventually continued on over the submerged rider and ended up mid stream. After retrieving his machine Robert continued on with the race. 4. With only minor cuts to contend with Robert Day went on to finish in tenth position.





Thrills and spills at the Apollo Mountain Bike Nationals

The first ever national championships for riders of the new all-terrain bikes was held at Sofala NSW in August. The *Freewheeling* Fat Tyre Fanatic was there and sent this report.

Former BMX and Cruiser champion Chris James took out the fat-tyre trifecta in Sofala NSW recently when he won the 1984 Apollo National Mountain Bike Championships.

Pre race favorite triathlete Rohan Phillips representing the Hillman Mountain Bike Team was deprived of victory when he took a wrong turning and lost valuable time. Eight other riders were involved and rode some seven hilly kilometres up a side road before turning back.

The incident took place on a remote section of the 79 km course and race organizers have blamed vandals for the

disruption. Race officials also found other signs had been disturbed and were able to rectify them but in the wilderness sections of the course the lead bunch went through before the signs could be checked.

Australia's first 'Nationals' for the new all-terrain bikes was an exciting event for competitor and spectator alike. The sleepy gold mining town of Sofala some 40 km north of Bathurst NSW came alive to the sounds of clicking freewheels and crunching gears on Sunday August 19.

The townspeople had closed off the main street and the Apollo banner was

stretched across between the buildings to designate the start/finish line. Anyone who had seen photographs of the early days of the sport in the United States of America would have agreed that the Sofala streetscape had the right appeal. The old timber buildings and the narrow streets gave the impression that here we were in the wild west to watch thirty six brave souls go bush.

As the mountain bike or (to use its more useful term) all-terrain bike has only been on sale in Australia for little over 18 months it is interesting to see from these events how the sport will develop in the years to come. Entrants

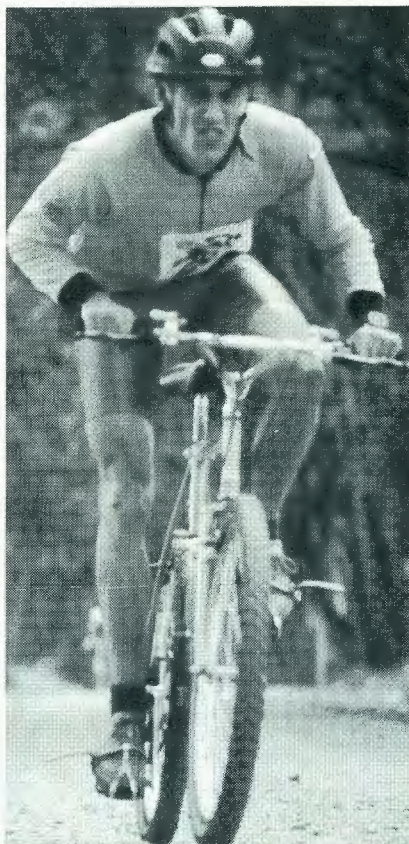
came from three states to compete: NSW, VIC and TAS. The average age at Sofala was 27 years indicating that this is definitely a sport for big kids or young adults.

The oldest rider was Geoff Varey known to many in the industry and the BMX scene as the proprietor of Eastwood Cycleworks in Sydney. Jeff rode a creditable race to finish first in the cruiser class some 66 minutes behind the race leader.

The youngest entrant was sixteen year old Scott Johnson from Beechwood NSW also riding a cruiser.

For the riders the course was a long drawn out test of endurance and rider ability. Eight entrants failed to complete the full course.

For the spectators and supporters the course provided only a few opportunities to view the thrills and spills of dirt road riding. The most spectacular incident came early in the race at the first water crossing when Robert Day of Pymble NSW plunged at full speed into the knee-deep water. To the amazement of the spectators gathered on either bank his machine was halted by the water pressure and sent its rider catapulting over the handlebars and into the icy waters of the Turon River. The bike completed the manoeuvre of its own accord with a flight over its submerged rider ending up mid stream.



Triathlete Rohan Phillips in the lead at the top of Darkies Pinnacle.

To the cheers of the spectators a saturated mountain biker fished his machine out of the swift flowing river and continued the race. Fortunately Robert sustained only cuts and bruises and finished the event in tenth place.

Apart from the numerous creek crossings most of the course was over rough gravel road in one large loop. For the spectators the most interesting sections - the off-road parts - were out of reach of the family car. The last good vantage point was at the top of Mount Horrible. By this point 27 year old Rohan Phillips had established himself as race leader and with his experience in many triathlons behind him it looked like he would take out the event.

Phillips still led the field on the other side of the second big hill: Darkies Pinnacle. It was at the bottom of this punishing descent that riders in the lead bunch following a 'switched' sign raced seven kilometres up a side road.

While nine riders sweated and toiled in the wrong direction a motorcycle marshall spotted the erroneous sign and began to redirect riders on the correct route. From this point Chris James took the lead and went through the remaining four-wheel drive section of the course to win in a time of 3hrs 48m 39.08sec.

For his extra kilometres and climbing Rohan Phillips finished third 29



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minutes behind the leader.

The only woman to enter was Wendy Orams a member of the Hillman Cycles Team who completed the course in 6hrs 6m on her road bike coming third in that section.

The first road bike across the line was ridden (?) by Gary Taunton of Bathurst NSW. Gary said after the race that he wouldn't be entering another similar event on a skinny tyred bike. He fell off five times during the 'rough stuff' and at one stage he hit a muddy patch and slid all the way down a bank. Gary told the *Freewheeling* Fat Tyre Fanatic that the jarring on his hands was the worst thing he had to endure. Stopping the bike and massaging his nummed hands and wrists every so often was the only way he could keep up the pace.

The new Mountain Bike Champion Chris James said after the race that his worst stretch was the first big downhill after Mount Horrible. He said that his legs wanted to lock up but he had to keep on moving. Chris an apprentice hairdresser was sponsored by Turramurra Cycles in Sydney and will defend his title at next years Nationals.

Official Results

1 Chris James 3:48:39.08 2 Darrell Wheeler 4:15:54.32 3 Rohan Phillips 4:17:59.17 4 Dave

Chris James the race winner.



Cooper 4:21:52.41 5 Steven Law 4:29:28.70 6 Graham Harris 4:30:43.65 7 Mike Nickolls 4:30:43.65 8 Gary Taunton 4:32:39.07 9 Jamie Hales 4:32:51.84 10 Robert Day 4:35:10.99

Official Class Positions Mountain Bike

1 Chris James, Turramurra Cycles; 2 Darrell Wheeler, Wheeler Cycles; 3 Rohan Phillips, Hillman Cycles.

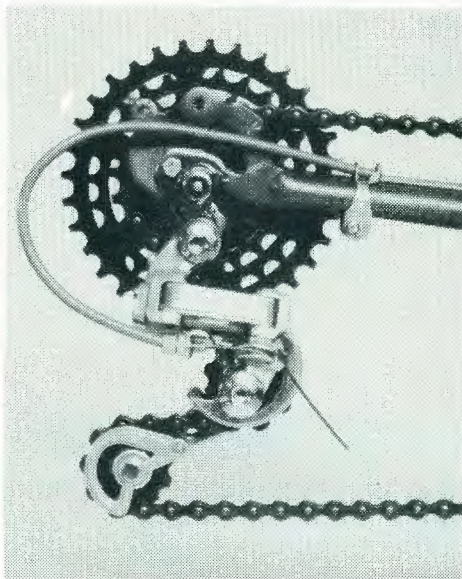
Cruiser

1 Geoff Varey, Independent; 2 Steve Milch, Panorama Pedal.

Road Bike

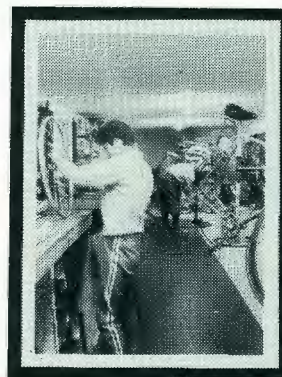
1 Gary Taunton, Independent; 2 Gary Eirlersen, Independent; 3 Wendy Orams, Hillman Cycles.

It was said many times during the event that in the sport of all-terrain biking its still early days yet. Still the first ever ATB Nationals was an exciting and historic occasion. The event attracted riders from three states and spectators from all over the country. The members of Australia's first ever fat tyre bicycle club The Fat-Tyre Flyers sent a strong contingent of four riders and many supporters. Informal discussions were held between the NSW organizers and the Victorian 'Flyers' and the eventual outcome will be a national body capable of sanctioning ATB events and sending an Aussie team to the World Championships - The annual Cyclo-cross World Titles.



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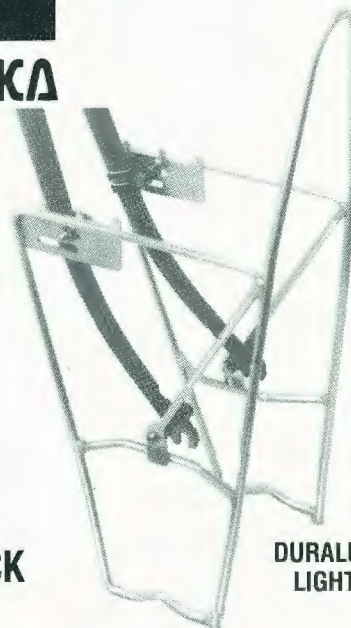
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20	70.2	63.4	40.5
24	50.5	52.6	33.7
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GEMINI RANDONNEUR



THE FAT TYRE FANATIC

A preview of the big ATB event for spring set to attract riders from all over the country.

The Repco Fat Tyre Classic

The Melbourne bike scene has always been the home of cycling innovators and so it is no surprise that the city should become host to Australia's first ever all-terrain bicycle club.

The Fat Tyre Flyers were formed early this year with a regular program of off-road rides in the forest country surrounding the southern capital.

The club under its President Leigh Smith and Race Organizer Kim Banks is about to establish its self as a ATB race promoter with the staging of its inaugural Fat Tyre Classic in the Kinglake area on Sunday November 11.

The event was previously advertised in the last *Freewheeling* as to be held in October but last minute negotiations with the sponsor the Repco Bicycle Company caused the day to be moved further into the season.

The Classic promises to be an exciting ATB event with sections for novice and expert. All bicycle types are welcome but considering the 'no-road' sections of the course the fat tyres will have the advantage.

The race will be run over a course in Robertson State Forest near Kinglake some 55 km north west of the city centre. The novice course is 30km with 24 km dirt while the experts will push

another 12 km including 5km of bush bashing.

The route descends into Boggy Creek through heavy forest. Experts will ascend the range with the novices before plummeting back down into the valley on an unmade section. The Fat Tyre Flyers assure us that there will be

plenty of rough riding for all who participate.

Prizes will be awarded to the winners of the following categories: First expert (nominal winner of the Fat Tyre Classic), Second expert, first novice, First woman across line, First rider under 16 years and First rider over 40 years. The cash prize for the outright winner is \$300.00.

The Classic costs \$20.00 to enter and participants will receive a map, tee-shirt, refreshments on and after the race and a certificate of completion. All bikes are subject to scrutineering prior to the race.

Camping accommodation is available at the start/finish point and spectators are most welcome.

Entries recieved after November 7 are subject to a late fee.

For all details contact the race organizer:

Kim Banks 1984 Fat Tyre Classic
268 Whitehorse Road Balwyn VIC 3103
Phone (03) 830 5902

Freewheeling Magazine in association with Tailwinds Bicycle Touring is proud to announce an Aussie first!

The Snowy Mountains Summer Tour

Experience the beauty of the Australian Alps from the saddle of a bicycle in the best of company. Come away to where the air is cleaner and the mountain streams run crystal clear. You'll be well looked after by experienced tour operators.

The Tour

Both tours will be led by Freewheeling Publisher Warren Salomon and Robert Fletcher of Tailwinds Bicycle Touring who both have extensive knowledge of the region and of bicycle touring generally.

An orientation day ride to explore the countryside surrounding Canberra will start the tour. From the Nations's Capital the tour transfers to Cooma for the start of the alpine section. The route then follows the Snowy Mountains loop as featured in the March Bicycling (USA) magazine and explores the unique features of the region. On the way you will stay in comfortable lodges and hotels and in the wilderness areas sleep in spacious dome tents. Certainly there are hills in an alpine region but all days are graded to allow sufficient physical challenge as well as the opportunity for quiet relaxation. On each days ride there are cyclist size meals and a picnic lunches along the road.

The Itinerary

Fourteen days ex Canberra. Three nights camping in National Park wilderness.

Cost: \$A795.00 ex Canberra which includes all accommodation, most meals, ride support (tour guides and mechanic) and transportation transfers.

Tour prices from the West Coast USA (Los Angeles or San Francisco) are \$US 2450.00, which includes return air fares (maximum of 4 stopovers across the Pacific) unlimited air travel in Australia after the Tour, day excursion in Sydney prior to the Tour and all transfers from Sydney to the start of the Tour.

Two departure dates in Summer '85: Saturday January 12 - 26 and February 9 - 23.

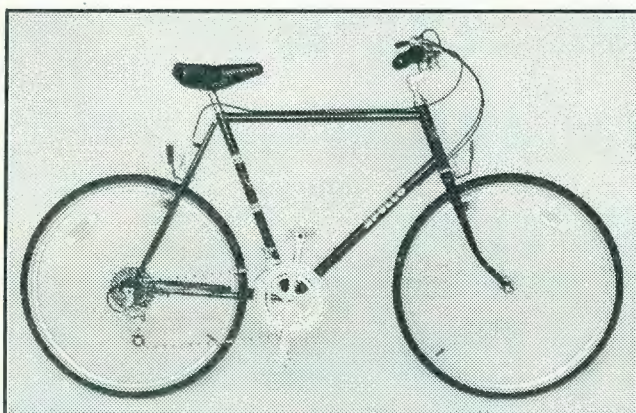


apollo



Apollo takes to the mountains with four firsts!

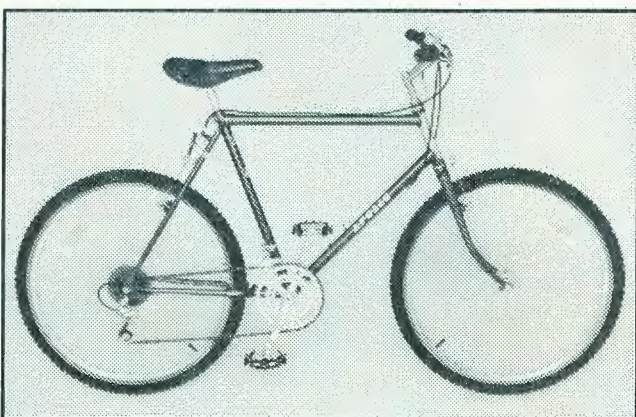
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Australia Awheel

A regular section of news and information across the nation

The 1984 Puch International Cycling Team

For our local Australian racing to gain valuable international experience, Puch Bicycles of Australia in conjunction with the Sun newspaper and Mr. Ken Benson of Perth are bringing to Australia 4 members of the European based Puch International Team.

The Puch team, who will be the first international professional cycling team as such to ride in Australia, arrives 22nd September, 1984 for 2 months and will compete in major events around the country including the WA Griffin 1000, Midlands Tour, The Warnambool, The Sun Tour and the Victorian Criteriums including the Puch-Phillip Anderson Grand Prix.

The Puch internationals are:

Silvestro Milani	ITALY
Valter Delle-Casse	ITALY
Hans Neumayer	GERMANY
Gerhard Schoenbacher	AUSTRIA

Schoenbacher needs no introduction to Australia as this will be his 3rd visit here racing in many of last years major events and is considered the manager of this Puch Team.



Jill Hale relaxes for the camera outside a Melbourne bike shop before embarking on a cycling trip around Australia to raise funds for the Royal Guide dog Association. Jill, whose father was blind, is giving talks and promoting her journey as she proceeds. At time of going to press she had raised over \$3,000 and has made it to Darwin without punctures or major worries. Readers wishing to contribute to the fund may send cheque or money order to: Mrs Judy Place, Royal Guide dogs for the Blind, PO Box 162, Kew, VIC 3101.

National Bike Events Calendar

October 1 - 7 Commonwealth Bank Cycle Classic. Fast becoming Australia's premier road race. This stage race is run annually between Brisbane and Sydney and this year is attracting a large international field.

October 2 - 6. Bike Week Newcastle NSW. For full programme refer to Newcastle page / Australia Awheel section in this issue.

Sunday October 7. Pedal for Heart. Sydney's fun fund raiser ride the Sun Herald Pedal for Heart in aid of the National Heart Foundation's 1984 Heart Appeal is on for young and old this year over a 30 km course based on Centennial Park. Incentive prizes.

October 12. Sydney Commuter Day. Heres the chance to ride to work in good company. Starting points throughout Sydney. Refreshments provided at destination Sydney Square. For information contact BINSW (02) 264 8001

October 14. The Bicycle Institute of NSW Spring Cycle. An annual event ride starting at Hyde Park and travelling via the Harbour Bridge and Lane Cove Park to finish at Parramatta. Full details phone BINSW (02) 264 8001. Entry fee.

Friday October 19. Bikeplan Conference to be held in Brisbane and will bring together both interested and involved planners and bicycle advocates. Topics include safety, physical planning, vehicular and non-vehicular cycling, enforcement and engineering design. A must for any one professionally involved in bicycle planning. Freewheeling wholeheartedly endorses this important event. Contact Peter Brandis (07) 304 774.

Sunday October 28. The final century in the South Australian Touring Cyclists' Grand Slam Century Ride Series. This double century ride (200km) follows a course through the Fleurieu Peninsular south of Adelaide. Enjoy the first day of daylight saving with this hearty ride. Contact Mike Doube (08) 278 1669.

Sunday November 11. The Repco 1984 Fat Tyre Classic. A 40 km course for fat tyre enthusiasts in the Kinglake area near Melbourne. Organized by the Fat Tyre Flyers Club. Race section for expert and novice. Prizes Contact Kim Banks (03) 830 5902.

Sunday November 11. Geelong otway Century. This achievement ride is run over 160 km of beautiful roads on a circuit taking in Geelong the Great Ocean Road Lorne and the Otway ranges. Entries close October 26. See item elsewhere in this issue.

Sunday November 11. SAFM Bike Hike. Adelaide's annual fun ride over a 21 km course through the suburbs of the fair city. Good support and enter-

tainment at the end of the ride. A great day for all ages. See Adelaide page in the Australia Awheel section in this issue for entry details.

16 - 20 November. State wide Ride. 1800 km ride to raise funds for Epilepsy by four hardy riders. Enquiries to John Butler (056) 299 551.

Sunday November 25. The third annual Repco Freewheeling Sydney to the 'Gong Bicycle Ride. Ride this excellent 85 km course to the city of steel. Fantastic scenery, Great company and smooth organization make this a day to remember. You can do it! Prizes for the best decked-out team of four riders. Entry forms in this issue of Freewheeling from Sydney and Wollongong bike shops during October. Entries close November 9 and are limited to 000 riders so get yours in early. Contact Freewheeling (02) 64 8544.

Saturday December 1 to Sunday December 9. The Great Victorian Bike Ride. Nine days of fun and friendship on this fully supported bike tour. Entry forms in Freewheeling. Free train from Melbourne or special train from Sydney. \$75 entry includes Souvenir Guide Book, breakfasts, patch, baggage shuttle, tee-shirt and back up support. A chance to get involved in one of Australia's great cycling rides.

Sunday December 2. Green Valley Twin Century. Sydney's longest running annual touring event is a must for you this year. Distances to suit every one from the enthusiast to the beginner. 50, 100, 150 and 200 km courses. All rides take you through the western rural areas of Sydney. Contact Russell Moore 608 1125.

At long last — Newcastle's first Bike Week!

All of Newcastle's cycling interests (NCM, Amateur and Veteran racers, Bicycle Traders and Velodrome Promotions) have got together with the Stockton Tourist Association to present a week of cycling activities of interest to every cyclist in the region.

The major sponsors for the week are the NSW State Bicycle Advisory

Committee (committed to more safe and responsible use of the bicycle as a legitimate transport mode), the Commonwealth Bank, the organising groups and many others.

The big highlight of the week will be a Cyclorama Day at Stockton on Saturday 6th October to coincide with the finish of the Newcastle leg of the Commonwealth Bank Brisbane to Sydney Cycle Classic.

This cycle race is Australia's "Tour

de France" and will feature our champion cyclists competing against those of 10 leading international cycling nations. Among the Australian champions will be our 1984 Los Angeles gold medal Olympic cyclists.

We hope that Bike Week will become an annual event so brush off the cobwebs and join in the fun.

Program for the week

All week: On Working and School days, the theme will be commuting.

We hope to encourage YOU to get the old bike out of the garage, brush off the dust, inflate the tyres and enjoy the beautiful spring weather.

Long Week End: Saturday 29th September to Monday 1st October.

The theme will be touring with a weekend camping tour to Barrington Tops and a half day waterfront tour on Monday — for details see touring section, or ring Ken Close on 46 8298.

Tuesday 2nd October:

12.30 — 2.00 p.m. Roller cycling exhibition in the City Mall.

7.30 p.m. Warren Salomon, Editor of *Freewheeling* magazine will be guest speaker at a public meeting at Mary Gilmore Room, Newcastle Workers Club. Warren will be showing a video of the 1983 Sydney-to-the-Gong Tour which attracted over 750 entrants. Refreshments including wine and cheese will be served.

Wednesday 3rd October: Commuter Day — Be-In-It

7.00 — 8.30 a.m. To celebrate commuter week a FREE breakfast in Birdwood Park (King St and Stewart Ave, Newcastle West) for all commuting cyclists.

Thursday 4th October:

All Day: An exhibition of old and new bicycles and modern day accessories, and NCM's Newcastle Area Bikeplan Display — the City Mall.

5.00 — 9.00 p.m. Veteran cyclists' 4-hour roller record attempt in the City Mall.

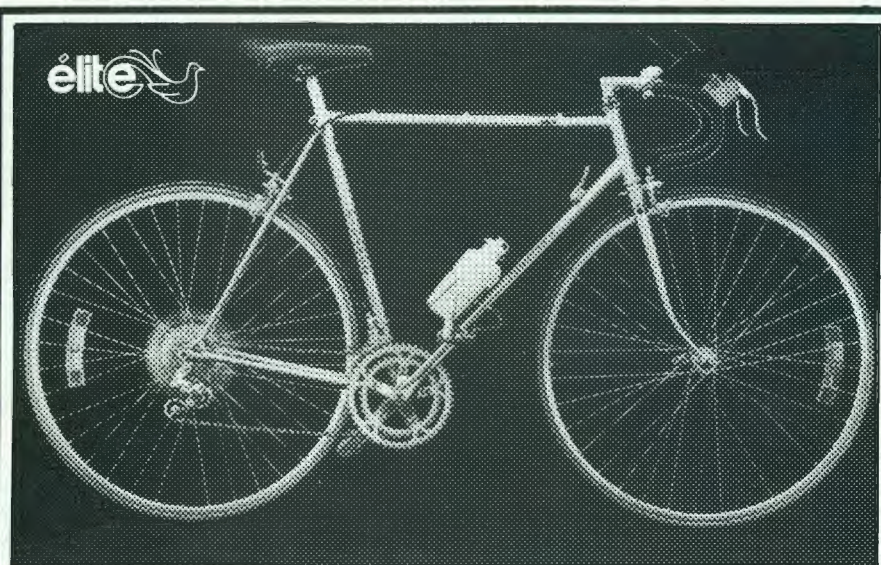
Friday 5th October:

All Day: Continuing bicycle exhibitions in the City Mall.

7.30 p.m. A BMX Carnival at the Newcastle Velodrome.

Saturday 6th October:

Travel to Stockton by Bike & Ferry
Why not ride to Stockton by joining in our "Bicycle Ride-In"? Get a FREE ferry ride over to and back from Stockton.



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HOBART CYCLEWAY STUDY BEING CONSIDERED BY CITY COUNCIL

by Paul George

The City Planning Department of the Hobart City Council has prepared and submitted a cycleways study to the City Council for consideration. A comprehensive document of over 180 pages, the report looks at all aspects of the existing facilities (almost none) and the needs of the cyclist in and around the city area. After a lengthy research and survey analysis, the report supports the implementation of a fairly comprehensive system of cycleways in and around the city centre.

The report was completed in May of this year but has still not been made publicly available. It would appear that there are some areas of disagreement at council level relating to some of the conclusions in the report. Just what these disagreements are is not clear, but the very existence of the report offers some hope for cyclists in Australia's most beautiful city.

Major input has been provided by Stan Ogden, a Hobart cycling identity with involvement in the competitive areas as well as the touring and commuting aspects of cycling. Stan is a coach and referee on a national level, but admits that his first love is touring. Describing cycling as 'A liberating experience', Stan is like a breath of fresh air in a city clogged with moribund apathy towards the cyclists' lot. This lack of interest has been summed up by a comment from Hobart's progressive Deputy Lord Mayor, Alderman Tony Haigh, who observed 'that if the council had set out to discourage cyclists in Hobart, we've done an excellent job.'

Let's hope that the rest of the council possesses Mr Haigh's insight and rapidly moves to sort out their disagreements and implement the recommendations in Hobart's cycleways study.

one of the pleasant things about cycling is that the opportunity to meet interesting people is ever present. You see, I've not seriously ridden my bicycle since I've returned to this country in late 1980. While living in New Zealand for seven years, I travelled almost everywhere by bike but, since my return, distance and topography have discouraged regular riding. Things change and now I can say that I too am a cyclist.

While researching the Hobart Cycleway Study, I stopped at the G.P.O. in the city centre to use a telephone. I turned to see a middle aged business type inspecting my bike. We talked about bikes and cycling, about the joys and the dramas; and he lamented his inability to purchase a Raleigh for his daughter that was made in England. 'They make them in Taiwan now.' Shame I didn't have time to tell him they make some very nice bikes in Taiwan.

Speaking of dramas, a friend decided that she wanted to purchase a bike and that I should go and not only help to select the appropriate machine, but ride home with her and offer appropriate advice and encouragement. My friend had never ridden a bike with gears before and on this wonderful new beast she had twelve! In Hobart on a Saturday morning we have the Salamanca Market, a sort of

classy flea market dignified by it's location amid some of the city's oldest buildings on the waterfront. This weekly event tends to bring out lots of people either looking for bargains or selling bargains. It also brings out lots of people determined to be totally oblivious to the one thing a novice cyclist wants more than anything; a totally deserted road.

Well, the road wasn't deserted, so we spent some time walking, some time on footpaths, (illegal in Tasmania) and some time in a delightful restaurant on the waterfront in Lower Sandy Bay called the Nosebag. Speaking of Sandy Bay, more cyclists use Sandy Bay road than any other stretch of road in Hobart. It winds it's way along the western bank of the Derwent River and is probably the most attractive piece of cycling in Hobart; what a shame parts of the road are substandard.

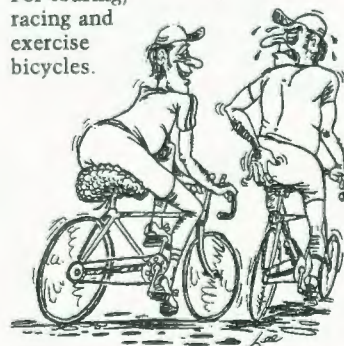
Sandy Bay Road becomes the Channel Highway and winds it's way down towards Kingston; a cycle trip within the capabilities of most. I'll describe it in detail in a future article.

Oh yeah, my friend made it home, but is still learning about gears.

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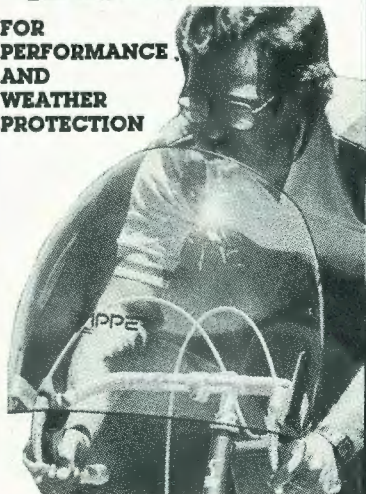
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Bicycle Planning in Queensland — The Work Begins

FRIDAY OCTOBER 19

Bicycle planning in Queensland is still very much in its infancy. While all other states have State Bicycle Committees and some have metropolitan bikeplans already in existence, Queensland is still without a body (either Governmental or public) advising on and looking after the interests of cyclists.

The Queensland Bike Plan Conference has been organised to give bicycle planning in Queensland a push along. The conference, sponsored by Mercantile Mutual Insurance in conjunction with Lifecycle (a retail bicycle shop in Queensland), Biketech (distributors of MSR bicycling helmets) and *Freewheeling* is being organised by a Committee comprising representatives of government departments, town planners and cyclists associations.

The Key-note address, entitled 'The need for Bike Planning', is being presented by Warren Salomon, Publisher of *Freewheeling*. Of great concern in Queensland is that the cyclist fatality rate per 100,000 population is high when compared to the Australian average. As far as the author is aware, there has not been any programme for on-road engineering works to improve cycling conditions in Queensland. This is where bicycle accidents will continue to occur.

Bicycle accident studies from Mr Jim Nixon of the University of Queensland and a joint study by Dr. Cliff Pollard and Dr. Chris Armson of Redcliffe Hospital indicate that most serious bicycle accidents occur within 2 hours after school. The studies also indicate that the accidents mainly happen, not at intersections or in bad weather, but on straight roads in bright sunny weather and good conditions.

Brisbane cyclists have been provided with the Brisbane Bikeways Plan which is similar in content to the Melbourne Bikeway Plan, which has been superseded by the Melbourne Bikeplan. The Brisbane Bikeways Plan has been produced entirely by the Brisbane City Council and proposes 23 separate local bikeway systems scattered across the city from Sandgate to Wynnum. Few of the systems are to be linked to each other and their total strength is less than 100 kilometres. The Plan identifies its major objectives as being firstly to improve safety and convenience where possible on childrens' journeys to school and secondly to enhance recreational use of bicycles.

One of the major projects of the Plan is a bikeway along Coronation Drive, one of the major roads leading from the City. This bikeway could be more accurately called a bicycle freeway because of its extreme width and high cost (over \$1,000,000 for 4 kilometres). This bikeway is due for completion shortly. Brisbane cyclists can only hope that in the very near future we can also be provided with an integrated metropolitan bikeway plan.

An interesting presentation to the Conference will be provided by Sandgate High School. The students of the school are to present an audio-visual presentation on bicycle usage in the Sandgate area. This area does have a significant bikepath system and there are large numbers of children who commute to school by

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bicycle. This will be a unique opportunity for people to hear what the children think they should be provided with.

Ken Sampson of the Brisbane Bicycle Touring Association is presenting a paper on the requirements of recreational cycling. This Association has only been in existence for a year and already has a membership of nearly 150. The Association produces a regular bicycle touring calendar which contains rides of all degrees of difficulty, including weekend rides once a month.

The conference is fortunate to have Sgt Ted Wilson, the Victorian State Police Bicycle Plan Co-Ordinator, presenting a paper on Education, Enforcement and Encouragement programs. Bicycle education in Queensland is capably handled by officers of the Road Safety Council. Bicycle safety material is included in most school subject curriculums. Whilst the subject matter of much of the material is excellent it is disappointing for the RSC to advise cyclists to 'ride on the extreme left of the road, close to the kerb'. Such advice will only lead to cyclists being

squeezed by thoughtless motorists.

The final session of the conference will have papers presented by Tony Adams, State Bicycle Committee, Victoria and Alan Parker, Vice-President of the Bicycle Federation of Australia. Tony will be promoting the concept of developing bicycle planning along the lines of the 4 E's approach, engineering, education, enforcement and encouragement. The recently revised Manual of Uniform Traffic Control Devices contains no satisfactory reference to bikeways at all. There is an obvious need for guidance to Local Authorities in design considerations such as suitable locations for bikeways/bikelanes, widths, signposting etc.

In Queensland the Road Safety Council produced a kit called the Safe Cycling Kit for bicycle education. The kit was based on a similar Canadian course and is designed for children aged between 6 and 13 years. Whilst the course covers all the basic education issues it is in need of revision. It would be preferable if Queensland adopted the excellent Bike-Ed kit so that a uniform bicycle education program is used for all children.

Alan Parker is presenting a paper on 'The Way Ahead'. Alan feels that the way ahead for Queensland is to short-cut the planning process and to go right ahead and implement those bicycle planning measures that have proved to work elsewhere. The bicycle planning philosophy that has been the basis of bicycle planning in Geelong and Newcastle should form the basis of the planning methodology for Brisbane and all Queensland provincial cities. Queensland also needs to form its own State Bicycle Committee to provide advice for bicycle planning, bicycle facilities and bicycle programmes.

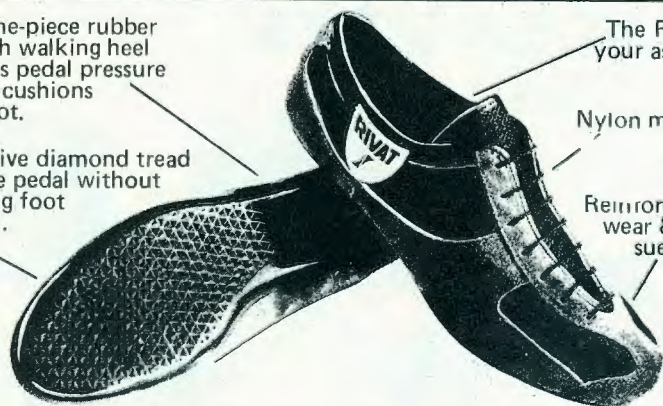
The Queensland Bike Plan Conference will provide an excellent opportunity to explore bicycle planning in detail. The conference will provide the groundwork. The real work begins in having the recommendations adopted by the Queensland Government.

For further details about the conference contact Peter Brandis (07) 2219849 or write to The Secretary P.O. Box 315, Ashgrove, 4060 for a brochure.

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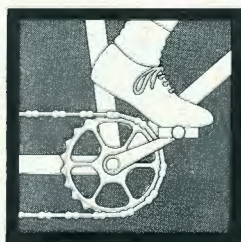


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Australia Awheel PERTH



The cycle way on the Mount Henry Bridge in Perth an interesting approach to cycleway planning showing what can be done with minimal expense when the needs of cyclists are incorporated into new constructions.



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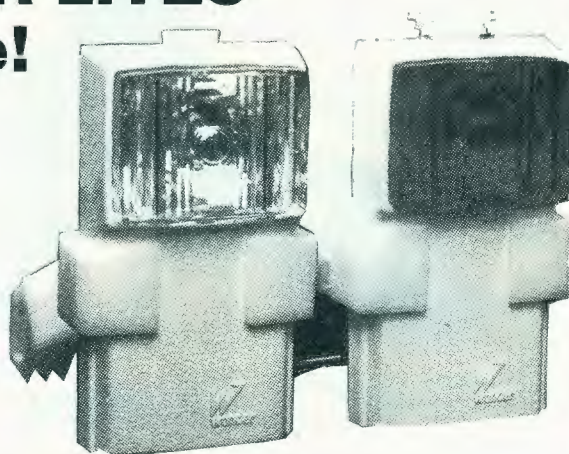
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Bike Hike '84 — Adelaide's chance to cycle just for the fun of it.

Adelaide's only real fun rike, Bike Hike '84, will be held again this year for what the organisers believe are all the right reasons.

Last year's, the first, was a remarkable success considering the storm which whipped the city until only a few hours before the start and the ominous threat of a thorough drenching to cyclists as they pedalled off on the 21km event through Adelaide's city and suburbs.

According to Bill Hickling of Bike Events, which staged Bike Hike '83 together with Adelaide's top-rating FM radio station, SAFM, the grim likelihood of a massive flop came when the wind ripped the 12 metre start banner from its stays!

Still, an estimated two and a half thousand riders took part and by the time they had completed the course and sat down on the lawns of Rymill Park in the inner city to eat and listen to a free concert, the skies had cleared, the sun was shining and a point had been proven.

"It was obvious Adelaide needed a truly fun cycling event," Hickling says, "an event where nothing was asked of them and where they had nothing to prove."

"Biased though I am, I firmly believe that if the weather had been favourable from the onset we could have drawn 4000."

Bike Events and SAFM are fast learners; Bike Events '84 will be held on November 11 this year instead of the risky September of last.

And, according to Cat Sundeen, SAFM's Community Affairs director, this year's events will incorporate valuable lessons learnt from Bike Hike '83. These include the provision of healthy food, extra facilities, industry involvement and increased route supervision.

But the greatest change will be in entertainment. Bike Hike '84 will have significantly more live performances before, during and after the event. Adelaide's famous Ruddle Mall buskers will be encouraged to work along the route alongside more formal forms of entertainment such as jazz bands and comedy troupes.

A major fair involving food, trade displays and live performances is planned for the end of the ride.

"We're using entertainment and fun to encourage people to cycle," Sundeen says. "Past events have either asked the cycling to perform or pay . . . it's obvious they're not madly keen on that."

But having said that, Bike Hike '84 will be used as a chance to encourage cycling, road safety, recreation, commuting . . . all those factors which haven't reached uncommitted cyclists before.

Anticipated numbers . . . ? The organisers confidently expect over

5000 cyclists will take part in Bike Hike '84, making it a major event on Australia's cycling calendar.

Fill in this coupon for your free registration.

10 BIKES TO BE WON!

Name _____

Address _____

No. of entrants in group _____

Send to: SA.FM Bike Hike '84
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Bike Week NSW

The Bicycle Institute of New South Wales, together with the State Bicycle Advisory Committee, proudly announce **Bike Week '84**. Bike Week is a 7 day celebration of cycling, featuring a program packed full of rides, races and social events, all culminating in the **Sydney Spring Cycle** on Sunday, October 14.

Bike Week is your chance to show the world the enjoyment of cycling. We know exactly what a healthy, efficient and economical form of transport the bicycle is, but we need a show of strength to prove these facts to the community as a whole, and perhaps to politicians in particular. This week will be a tremendous display of numbers and enthusiasm by NSW cyclists.

The Bike Week Program contains rides for people all over Sydney, but those of most importance are the 'Ride to Work' on Friday, October 12, and of course, the Spring Cycle from

Hyde Park to Parramatta via Lane Cove River Park on Sunday, October 14. You can make history by riding in this inaugural happening, as it is

destined to become the premier cycling event in New South Wales.

To take part in the Sydney Spring Cycle, simply fill in a coupon



This years National Heart Foundation Pedal for Heart Ride in Sydney is set to get under way this October 7 in Centennial Park and the Eastern Suburbs. One of the ride's supporters is Sir Hubert Opperman who was in Sydney recently for the publicity launch in Martin Plaza. Oppy whose own heart owes much to the bicycle is seen here with NHF officials at a function to acknowledge his support for the Pedal for Heart Event. L - R: Brigadier Derek Sharp NHF Heart Fund Director, Sir Hubert Opperman, Sir Alvin Burton-Taylor NHF Director, John Ridge Chairman Pedal for Heart.

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Geelong — Otway 1984 Century Bike Tour

The increasingly popular 160km Geelong Otway Bike Tour will be run for the 5th time as a major sporting event of the Geelong Springding Festival.

Australia Awheel GEELONG



GEELONG-OTWAY CENTURY 1984 BIKE TOUR

Sponsored by McDonald's Restaurants in Geelong
100 MILES/ 160 KILOMETRES : SUNDAY NOV. 11, 1984
Commences from Barwon Valley Park, Geelong at 8.00 a.m.

THE FIFTH ANNUAL



THE 150th. YEAR CELEBRATION/ SPRINGDING FESTIVAL

This year we are co-ordinating our tour as part of our State's great celebration and also Geelong's Annual Springding Festival.

The tour grows in popularity each year and in our fifth year we anticipate the biggest turnout to date.

The same format will be followed this year except for reverting to a massed start at 8.00 a.m. — spacing bunches about 2 minutes apart. We will again be tackling the mountain before returning along the coast road from Lorne and it is felt that riders will be well spread out before we reach the coast, thus avoiding traffic problems.

As before, we encourage all experienced riders, from both racing and touring backgrounds, to participate. It's not a race (although some will be proud to finish at the front!) and the emphasis is on participating and completing the course.

Riders will be checked in at Lorne. Drinks will be provided and food is available from local shops and restaurants. We encourage riders to take a break at this point.

Badges and Certificates will be awarded to all who complete the course. Riders must complete the course by 5.00 p.m.

Please get your Entry Form in right away.



GEELONG-OTWAY CENTURY BIKE TOUR 1984 ENTRY FORM

NAME	ADDRESS	PARENTS SIGNATURE (if under 17 years old)

DECLARATION

I whose signature appears in this Entry Form coupon in consideration of and as a condition of acceptance of my entry in the Geelong-Otway Century Bike Tour, for myself, my heirs, executors and administrators hereby waive all and any claim, right or cause of action which I or they might otherwise have for or arising out of loss of my life or injury, damage or loss of any description whatsoever which I may suffer or sustain in the course of or consequent upon my entry or participation in — the said event. I will abide by the Bike Tour instructions.

This waiver, release and discharge shall be and operate separately in favor of all persons, corporations and bodies involved in or otherwise engaged in promoting or staging the event and the servants, agents, representatives and bodies involved or otherwise engaged in promoting or staging the event and the servants, agents, representatives and offices of any of them and includes, but is not limited to the Geelong Springding, Geelong Bike Plan, McDonald's Restaurants, Geelong City Council, or any Bike Club or their participating officials.

SPECIAL "Century Tour" T-SHIRTS

Will be available at the cost of \$4.00 each. Money must accompany Entry Form

Size: Small ☐ Qty. Medium ☐ Qty. Large ☐ Qty. Total \$

Please tear off completed Entry Form and post, with a cheque for \$4.00 per rider to: Geelong-Otway Century Tour P. O. Box 681, Geelong 3220. Entries close Friday, October 26th, 1984. Late entries will be accepted at the start of the Tour at \$6.00 per cyclist.

Signature of Entrant

An entry in excess of 300 riders is anticipated for all spheres of cycling, professional, amateur and touring with the emphasis on the touring nature of the ride.

The ride, which will be held on Sunday 11th November, 1984 commencing at 8.00a.m. takes riders from Geelong thru the Western District plains, then into the rugged Otway hills and on to the coastal town of Lorne where a break can be taken and refreshments provided. A superb scenic ride along the Great Ocean

Road from Lorne to Anglesea and on to Geelong is reward in itself for entering the ride.

It is recommended that entrants be experienced in riding the 160km (100 miles) to enable them to enjoy the rugged scenery and hills within the 9 hour limit.

Entry fee is \$4.00 and all riders completing the ride receive a certificate and cloth badge and T. Shirts are available, for purchase. Entries close on October 26th 1984 at P.O. Box 681 Geelong 3220.

Melbourne Bike Route maps now available

At long last the bicycle route maps produced as a by-product of preparing the Melbourne Bikeplan have been printed in quantity and are available from Victorian bicycle shops and the larger newsagents. Maps are also available from the Bicycle Institute of Victoria for those who send \$2 and a stamped (30c) business size (DL) envelope.

The maps come in pairs, one of each side of a sheet that folds up and easily fits into a shirt or jacket pocket. To buy the maps use the map-titles for the pairs of maps listed below:

- Keilor/Sunshine
- Broadmeadows/Maribyrnong
- Maribyrnong/Hawthorn
- Epping/Eltham
- Nunawading/Kilsyth
- Dandenong/Moorabbin
- Frankston/Keyborough

Route selection is an important factor in making cycling safer by enabling cyclists to avoid danger spots and exposure to bad traffic conditions. The bicycle route maps that have



been produced for the entire metropolitan area, are very important route selection aids for cyclists. They are very helpful for novice cyclists, and will in time reduce accidents. Experienced cyclists will find them most convenient in unfamiliar areas and the parents of child cyclists planning family recreational rides will find them invaluable.

The Melbourne bike route maps are printed on tear resistant and waterproof plastic. As bicycle route map design is a new and developing cartographic art form, they could be improved, but for practical purposes they are all that is required for a first edition. In their present form the route maps are possibly the best urban bike maps ever produced anywhere in the world.

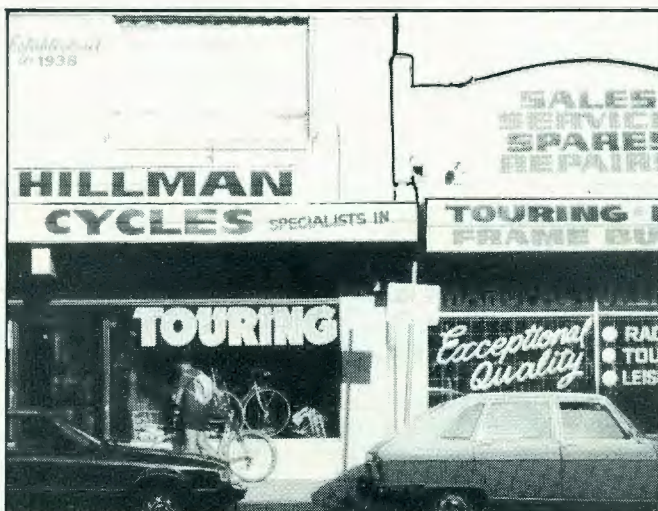
Bicycle route maps were advocated six years ago for Melbourne by the BIV and at frequent intervals since. Three pairs of bicycle route maps were printed in December, 1981. The camera-ready artwork for the other maps was completed ten months ago, and we now have them.

In time, the Ministry of Transport will find the bicycle route maps a worthwhile investment of benefit to all cyclists but particularly to children and parents.

Alan Parker

Saddle Surveys

One of the most interesting features of the Melbourne Bikeplan was how



Bicycle touring spoken (and sold) here

Nearly everyone in the Melbourne bike scene knows that Hillman's started back in the 1930's selling and servicing racing bikes and have continued to do so since then.

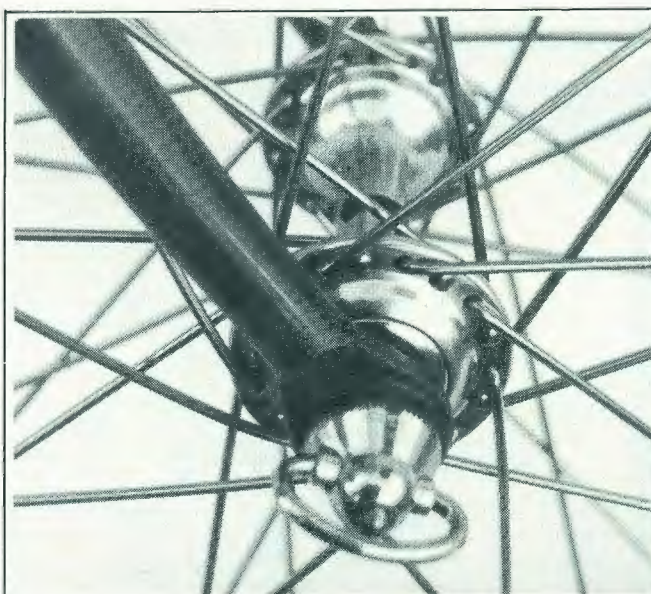
As recreational cycling (that's bicycle touring) started to take on Hillman's were one of the first to develop their stock range and technical expertise to service this activity.

Nowdays Hillman's are known all over Australia for their involvement in touring. If it's a pannier bag or a 26 tooth inner chaining they stock the lot.

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the planning was done and how three experienced cyclists were used to ride every road in the metropolitan area, sometimes several times to assess how safe it was for cyclists. The cyclists are the people who decided on whether a route on the Bike maps was good, medium or poor.

The investigations required for the preparation of both the bike maps and the engineering program involved considerable field work. The field investigation was aimed at identifying conditions and features that affect cyclists and which are often only apparent to a cyclist. The information necessary to grade the route network and identify the engineering deficiency items is not available other than by surveying the area on a bicycle. The saddle survey technique was developed to achieve this, and is described in full in the documentation of the Stage 2 project. This technique was applied to the Stage 3 study area and some 10,000 kilometres were ridden by three experienced cyclists employed for the project.

The information recorded included the following:

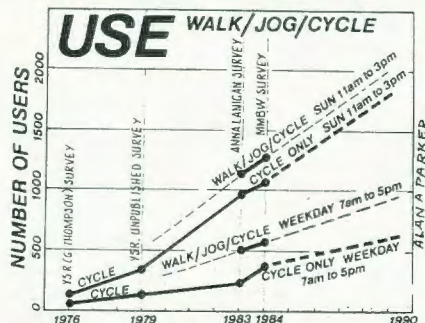
- date, weather conditions, time of day
- description of location to cross reference with maps
- brief description of deficiencies and their location
- possible solutions to deficiencies
- description of alternative routes where applicable
- assessment of stress, including brief description of conditions that led to this assessment

The output from the surveys included field data used in the reassessment of proposed routes and final definition of a route scheme, a record of existing deficiencies along each route on which the engineering action recommendations aimed at rectifying these is based, and a stress level for each route or route segment to be shown on the Bike Route Maps.

In short a very thorough job was done in preparing the route maps. Bringing them up to date in a couple of years will require cyclists to let the State Bicycle Committee know of changes required.

Alan A Parker

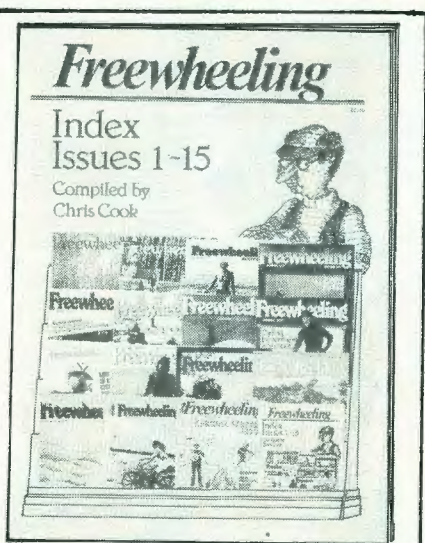
Bicycle use continues to increase on both the roads and the bike paths of Melbourne. A recent user survey (May '84) by the Melbourne Metropolitan Board of Works enabled bicycle planner Alan Parker to plot the growth of bicycle use. The graph is



YARRA RIVER BIKEPATH

the result of four studies conducted over a period of 8 years on the first stage of the Yarra Bikepath between the City and Chapel St Prahran.

The Victorian Government is ploughing ahead with its facilities program and is using job creation funds supplied by the Federal Government to supplement local Council funding. Last years campaign to persuade the Victorian government to use these funds reported by Freewheeling seems to have had a big impact.



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.

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With regrets Bike Shop for Sale. Rose Bay Cycle Depot. Shop 5, Ian St. New & used, tree-lined Rose Bay, Sydney. Situated near Franklins. Lease ends Feb, 1985. \$785pcm. Phone: (02) 371 8543. Price negotiable.

FOR SALE

Tyres & Tubes: 26 x 2.125 (2) comp III tyres and tubes (3) 99% new. \$50.00. A.H. (02) 546 6309.

WANTED

Any books on long distance bicycle touring or back copies of cycling magazines purchased or swapped. All answered. Ken Everett c/- Dobson Sub Station, Westland, N.Z.

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THE GREAT VICTORIAN BIKE RIDE

Entry forms available in the last issue of *Freewheeling*.

The Great Victorian Bike Ride What Is It?

The Caltex Great Victorian Bike Ride is the answer for all people who would like to go on a cycling adventure. It is NOT a race. It is a nine-day bicycle camping trip across Victoria being held as an official part of the 150th Anniversary celebrations for Victoria. When it comes to peaceful sightseeing nothing beats the bike and to pedal right across the State is an achievement to be proud of.

Who Is It For?

Everyone who feels they can pedal four hours or so per day on a bicycle. Keep in mind the longest stretch is 100km but this is near the end of the ride and you will be a fitter person by then. The average day's ride of 65km is four hours easy riding. Cycling is not a strenuous exercise and there are not a lot of hills on the route. You will be supplied with some training notes before the ride commences. If you have any doubts about your health see your doctor.

The Route

Day One: Wodonga to Beechworth through the picturesque bushranger country on the edge of the Victorian alps. Beechworth has over thirty classified buildings.

Day Two: The big down hill run to Benalla via Wangaratta and Glenrowan. We camp close to a magnificent Art Gallery build out onto a lake ideal for swimming.

Day Three: Bustling Shepparton famous for its big canneries at the junction of the Goulburn and Broken Rivers.

Day Four: Lake Waranga. A chance for a lazy afternoon by the lake or a trip to the historic gold mines at Whroo.

Day Five: Beautiful Bendigo. Be the first to try the city's historic bike ride.

Day Six: We camp amongst the greenery of Princes Park, Maryborough. Seeing the Railway Station is a must.

Day Seven: Ballarat via enchanting Clunes. We will be a short ride from Sovereign Hill via Lake Wendouree.

Day Eight: The challenging but enjoyable 100km ride to Sunbury. By this stage you will be fit enough to take the distance in your stride.

Day Nine: Our triumphant arrival in Melbourne, greeted by many more cyclists and the Premier of Victoria. The finale will consist of entertainment and displays.



VICTORIA 150
GROWING TOGETHER 1984



<input type="checkbox"/> Ride fee ex Melbourne	\$75.00 (15 years and over)
<input type="checkbox"/> Ride fee ex Melbourne	\$50.00 (under 15 years)
<input type="checkbox"/> Ride fee ex Sydney	\$90.00 (15 years and over)
<input type="checkbox"/> Ride fee ex Sydney	\$65.00 (under 15 years)

The Caltex Great Victorian Bike Ride will be Australia's biggest long distance event

How Do We Get There?

The ride begins in Wodonga on Saturday December 1. You may make your own arrangements to get there. If you are taking a train from Melbourne or Sydney your bike will also be carefully transported by train and you will be sent departure details in advance with your kit.

Backup

You will be supported on the road by medical and mechanical back up. Marshalls will help where necessary, the police will guide you through the towns and the army are backing up with communications. There will also be vehicles to pick up the stragglers and vehicles to move your gear.

What Do We Need To Take?

Firstly a sturdy reliable bike. Most on-road bikes are sold with 10 or 12 gears and these are recommended. Low-g geared BMX bikes would not be suitable. You will need a tent, the smaller the better, a sleeping bag or foam bag air mattress to name the major items. We will transport your camping gear, extra clothing etc. for you if it is all contained in the one duffle bag. This leaves you free to enjoy the ride unencumbered. Full details will be forwarded to you in your kit.

The Caltex Great Victorian Bike Ride Kit

Every rider taking part in the across victoria ride will receive an official kit including the 'Souvenir Guide Book' with maps of each section and details of the route, notes on how to train and what to bring, and identification tags for you and your belongings. It will include information on your departure if you are travelling by train. You will be provided with a Caltex Great Victorian Bike Ride Tee Shirt and cloth patch as a memento of your ride across the State.

Prizes

All cyclists entering before October 19 will become eligible to win a fabulous 'Vlug' training suite with matching jacket, or one of five Guardian quality bicycle helmets.

Questions?

If you have any queries ring (03) 663 3509 or write to:

The Caltex Great Victorian Bike Ride,
P.O. Box 1961 R, Melbourne 3001.

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Postage and Handling: We now operate on a flat rate postal and handling system. When you have totalled your order select how you would like to have your order sent. For normal handling add the flat rate fee according to the value of your order. \$1.60 for orders up to \$10.00 and \$5.00 for orders over \$10.00.

With **Rush** handling your order is shipped on the day we receive your order by Priority Post or Air Mail if the Priority service is not available. The charge for **Rush** handling is a \$7.50 for up to \$10.00 order value and \$12.00 for over \$10.00 order value.

The flat rate handling system means that for larger orders the handling charge is less to you than our previous system of including postage and handling in the price of the item. Please note that our prices (with the exception of back issues and Freewheeling subscriptions) on all items now do not include postage and handling.

Telephone ordering is a new service available to Bankcard and Mastercard customers within Australia. All you have to do is phone (02) 264 8544 between 9.30am and 5.30pm Monday to Friday and we will take your order over the phone. If ordered items are temporarily out of stock we can instantly advise you when delivery is expected. Your account will only be billed when the item is sent.

International orders can be made by international bank draft (in \$AUS) or by using your Mastercard or affiliate cards (Access and Eurocard only). No international phone orders can be accepted. Handling charges for international orders are as follows: Up to \$10.00 normal, \$3.50 over \$10.00 normal, \$6.00 up to \$10.00 air mail, \$7.50; over \$10.00 air mail, \$16.00.

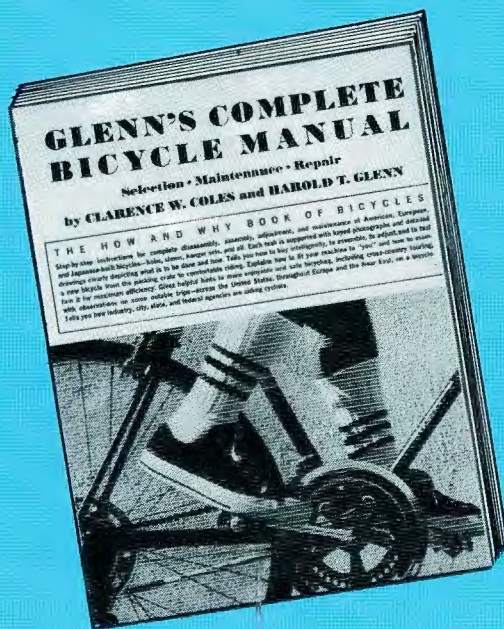
Back Orders: Though every effort is made to secure adequate stock on all our catalogue items, we are sometimes temporarily out of stock due to shipping delays and supplier difficulties. In order to speed up the notification process we ask customers to include a business hours phone number we can notify you at. Usually an advice card is sent out with incomplete orders and back order stock is always given handling priority when new stock is received.

Certification: Customers concerned about the postal handling of their order can specify certification. Simply indicate in the appropriate space on the order form and include the fee with order. Please note that a one off certification charge is all that is required per order. That is, if you order 3 books, only one certification is payable as all the books are sent in one package. Certification is only available on normal handling not on **Rush** handling or for overseas orders.

Freewheeling

MAIL ORDER

Bicycle Maintenance



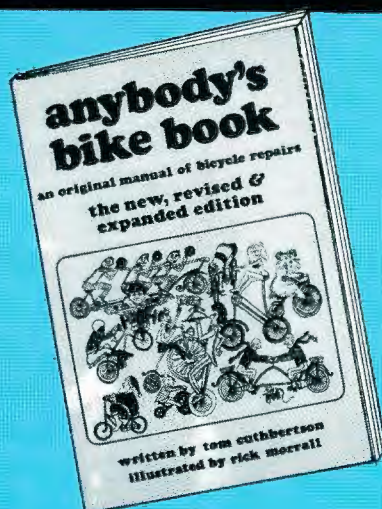
Glenn's Complete Bicycle Manual

by Clarence W. Coles and Harold T. Glenn. Crown Publishers.
This big book is a step by step guide for disassembly, assembly adjustment and maintenance of American, European and Japanese built bicycles — hubs, bottom brackets and all. Each task is supported with keyed photographs and detailed drawings depicting what is to be done and how. The book also explains how to accurately fit a bike to your body and how to maintain it to maximum efficiency. The clear and detailed photographs and the wide coverage make this book an excellent manual for the beginner wishing to maintain his or her bike.

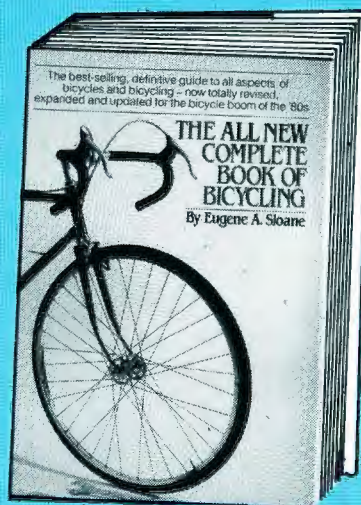
348 pp Paperback. Profusely illustrated with B+W photographs and line drawings.

Anybody's Bike Book

by Jim Cuthbertson
The classic beginners' manual for owners and buyers of one-speed, three-speed, and ten-speed bikes. Immensely readable and clearly illustrated it guides the do-it-yourselfer in finding the problem fast and fixing it. Recommended as a good beginner's book. The author writes and the illustrator



draws, with a fine sense of humour. Ten-Speed Press, paperback, 200 pages, numerous line drawings.



The All New Complete Book of Bicycling

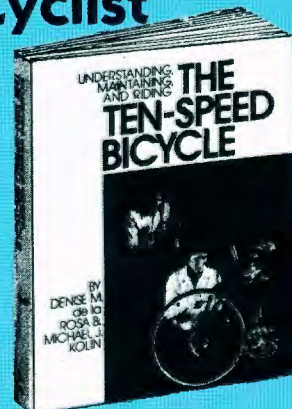
by Eugene A. Sloane

This massive book is one of the most popular bike books to come out of the USA in recent years. It is illustrated with over 500 photographs, diagrams and drawings and covers every aspect of modern day bicycle. This new updated and expanded version is design-

ed for cyclists of the 1980's. The book covers bike selection, maintenance (a huge maintenance section is included), health and fitness, clothing, touring, sport, commuting and much more.

Hardcover 735 pp.

The Complete Guide for the Ten-Speed Cyclist



How well can you handle your bike off the road? Can you match the right components to your riding style? Can you perform regular maintenance and fine-tuning to keep your bike running in top form?

Written by two expert cyclists, THE TEN-SPEED BICYCLE can help you answer your own bicycling questions and solve your own problems.

Choosing Components to Fit Your Needs

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

Each chapter deals with a separate component. You'll find easy-to-use charts that show how each works, as well as its advantages and disadvantages.

And once you've gotten the right components, THE TEN-SPEED BICYCLE shows you the best, bike-shop tested ways to put them all together. You'll also learn about double-checking and adjusting a pre-assembled new bicycle . . . setting chainwheels to avoid rubbing . . . matching the handlebars to the stem . . . and more.

Maintenance Tips for Fewer Repairs

You'll also find maintenance tips to help you keep your bike running smoother and longer (and with fewer costly repair bills). There's helpful troubleshooting guides and over 250 photos and illustrations that'll help make repairs and fine-tuning a breeze.

So, if you're ready to do more than just ride your ten-speed, you're ready for THE TEN-SPEED BICYCLE. Send for your copy soon.

DAY RIDE OR OVERLAND TOUR KARRIMOR MAKE A RANGE OF BAGS TO SUIT EVERY USER

You may not want to tour the world or cross the country, but when you do you can be sure that there's a range of quality Karrimor bags to suit your task.

For the serious and committed user the Kabriolet range (below right) combines the proven strength of KS100e fabric with the latest developments in pannier bag design. Kabriolet bags all feature the unique Kobra hood, designed to keep the rain out but allowing the rapid access of zipper fastening.

For the weekend and occasional user, the Karrimor standard range offers bags in either KS100e or stain resistant Silvaguard fabrics. Standard range bags offer tried and true Karrimor designs in a large number of shapes and sizes.

For the beginner, Karrimor have introduced the Karonet range. With these budget priced bags it becomes possible to get started in bicycle touring without a hefty cost or compromise in quality.

The Karrimor Guarantee

All bags made with the KS100e fabric are guaranteed for the lifetime of the user. Bags made from Silvaguard fabrics are guaranteed for 5 years. This guarantee does not apply to bags and equipment brought by professionals, car, door centres, or activity groups. Not transferable. KS100e and Silvaguard are registered trade marks.



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