

THE AUSTRALIAN BICYCLING MAGAZINE  
NUMBER TWENTY EIGHT SUMMER 1984/85 \$2.50

# Freewheeling

Touring bike reviews

'Gong Ride photos

Bicycle travel  
- Mongolia





# 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 Slays, GSV1  
Dropouts, brazed on Cable Tunnels  
and Guides, W/bottle 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**



Model No. 2790

**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:** Taisei — Enduro suede top  
**COLOUR:** Silver Mist  
**WEIGHT:** 22lb 15oz (10.4kg) 21" Frame

**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**



Model No. 2780

**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:** Taisei Avocet  
**EXTRAS:** Alloy Touring Rack

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



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Cover photograph: Rob Fletcher poses for the camera with members of a Mongolian family outside their yurt. This structure is made of felt and is the traditional form of habitation for the Mongolese people outside the busy cities. Photo this page: Riders setting out on this years Repco Freewheeling Sydney to the 'Gong Bicycle Ride. Colour pictures and words on this event are in the centre pages of this issue. Photos: Christine Fletcher, Ric Bolzan.



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**The Apollo Dalyte cycling helmet is outstanding in its field. Superbly light and comfortable, this helmet offers one of the highest degrees of safety available.**

- Weighing only 490 grams, the helmet can be worn all day in complete comfort.
- The Apollo Dalyte was recently subjected to strenuous testing by the prestigious American Snell Foundation and was recognised as one of the best examples of protective headgear available on today's market.
- The Apollo Dalyte is head and shoulders above the rest in protection, visibility and lightweight comfort.
- The strap up harness has a quick release catch and removable chin cup; the fully

adjustable headband ensures a comfortable fit for all sizes.

- Meets NZS8601 and AS2063.
- A distinctive air flow ventilation system – no need for holes in the shell. The helmet is suspended away from the head – a design engineered to allow the flow of cool air to circulate between the top of the head and the helmet. Testing also proved that a full shell design without holes provides optimum structural strength while preventing branches, gravel and pointed objects from entering the helmet, (not to mention rain or bees). The Apollo Dalyte also incorporates safety reflector strip.

**Manufactured by Taranaki Equipment Distributors Ltd., New Zealand. Marketed in the USA under the Bailen label. Distributed in Australia by the World of Wheels group of specialist bicycle retailers. Check the Yellow Pages for your local WOW dealer or contact: Apollo Bicycle Co. Pty. Ltd., P.O. Box 167, Wahroonga NSW 2076, Telephone (02) 487 1900.**



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# From the Publisher

## 1984 The year of the ATB or the year of the touring bike?

At this years end it is much harder to see the trends that have recently shaped the bicycle scene in Australia. The industry is in the middle of its busy season so the successes and failures of 1984 wont become apparent until the winter sets in next June.

At this stage the fifteen/eighteen-speed specialist touring bike which has only this year made its Aussie debut seems set for general acceptance. Many people in the touring scene have said over the years that the development of their sport has been retarded by the lack of the proper hardware, namely good specialist bikes.

The fact that these bikes are now available added to the phenomenal success of large touring type events such as the Sydney to the 'Gong ride, the Great Victorian Bike Ride (which has attracted over 2000 people to a nine day ride) and others means that we are on the brink of a recreational cycling explosion. Shall we say the fuse has at least been lit.

Over the coming years there will be many opportunities to test the accuracy of this prediction. At present work is proceeding in a majority of states on the formidable task of mapping and cataloguing the nations roads as suitable bicycle touring routes. This is principally part of an ambitious scheme to stage a series of large scale event rides to celebrate the Australian Bicentennial in 1988.

Though the Australian Cycle Trails organization is spearheading this important work many of the larger touring groups are in some ways involved. ACT Executive Director Michael Burlace estimates that his organization will have completed at least a preliminary study of all the trails to be used in 1988 by the end of 1985. The first completed guide book of the country's oldest rural bicycle route, the Pacific Coast Cycle Trail, is expected to be available by winter 1985.

The developing touring scene is not the only recent development set to ignite a bicycle use explosion. Another fuse was lit during winter this year by a large group of fat tyre fanatics when they met in the sleepy NSW town of Sofala to stage the first public event to showcase use of the all-terrain or mountain bike.

This successful event was soon followed up by the Repco Fat Tyre Classic organised in the forested hills near Melbourne by the country's first all-terrain enthusiasts club the Fat Tyre



Flyers. A report of this event appears in this issue. As yet there have been no organized touring type events but this magazine intends to eventually stage a two day tour for fat tyre fanatics and no doubt others will do so likewise.

Possibly the most exciting proposal that will act as a focus for the development of the all-terrain touring scene is the surveying of a wilderness route running up the east coast's remaining forested areas and linking the metropolitan regions of Melbourne, Canberra, Sydney and Brisbane. The route would avoid all forms of habitation where possible and only cross main roads at right angles. In most cases it would traverse State Forests and the more remote National Parks and use a mixture of tracks and fire trails.

Frewheeling magazine has agreed to act as a clearing house for information and ideas and to provide support for the setting up of a national organization to foster the activity of all-terrain bicycling. As proposers of the Wilderness Trail we hope that a new ATB organisation will take on its development with the enthusiasm that the Australian Cycle Trails group has shown for its road based network.

If we still have to wait another year for the touring bike or the ATB to claim their places in the spotlight then perhaps 1984 could rightly be called the year of the computer. It was during this year that a number of Australian bicycle advocate groups and many overseas took the plunge and introduced the micro chip into their operations.

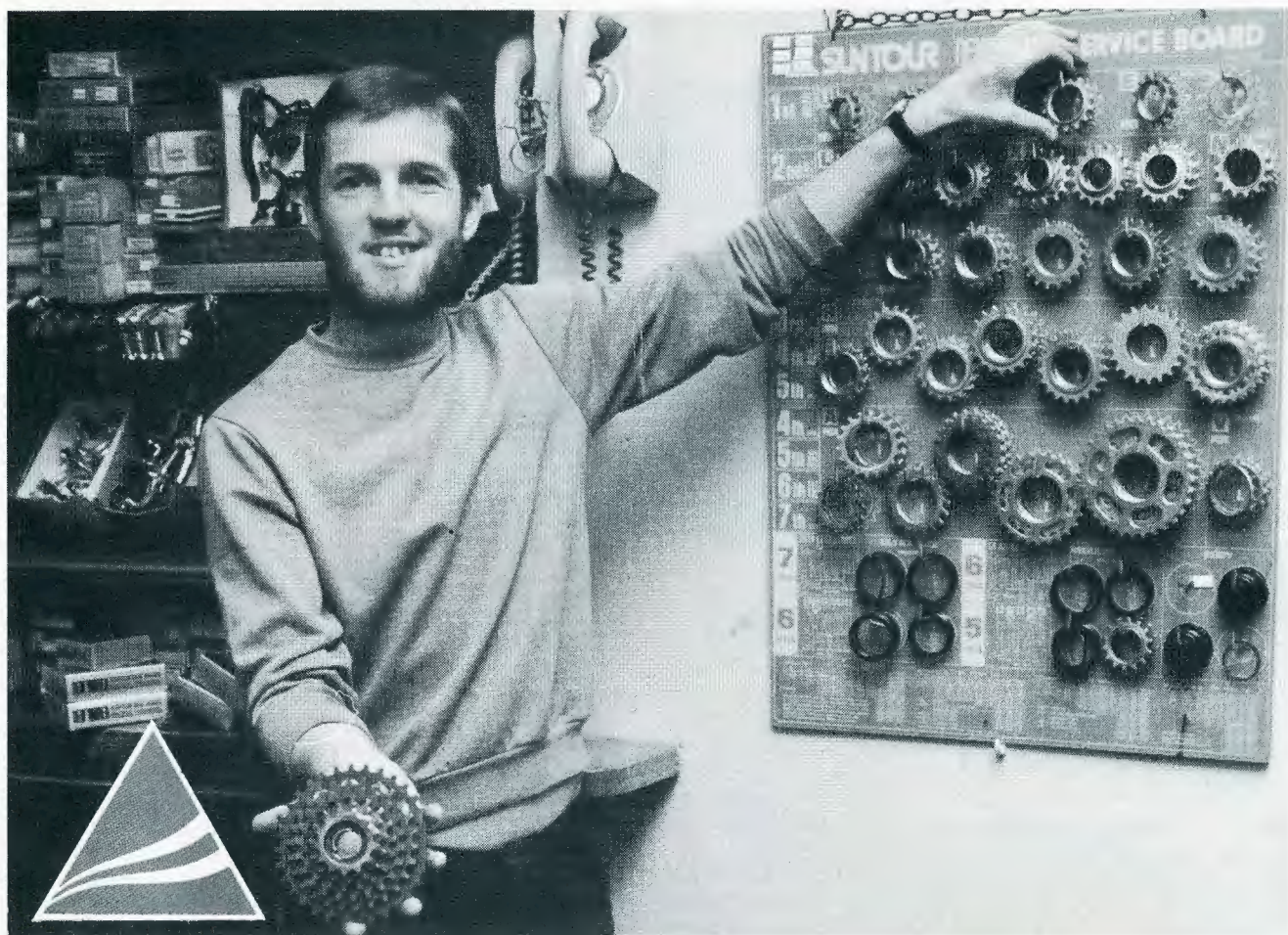
Though there are many fallacies about what computers can and can not do it is certain that their use will take care of the large mechanical tasks such as membership listings and mailouts thus freeing up precious volunteer labour for more important tasks. Already the Bicycle Institute of Victoria has one and Australian Cycle Trails is using theirs to store the large amounts of data collected in their trail research. The Bicycle Institute of NSW is at present surveying the market before making its purchase decision and many of the smaller groups around the country already have access to a machine through share arrangements.

We are yet to see the commencement of a public videotext system but Telecom's British Prestel system is at



**1985 marks the one hundredth anniversary of the Safety bicycle. This early Rover 'safety' from the British Museum Collection was one of the first to achieve a mass popularity. The Safety combined a rear wheel chain drive with a basic triangular frame construction similar to today's machines with the exception of the missing seat tube. The ride was hard as the pneumatic tyre still had to be invented when this beauty went on sale.**





# ***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.

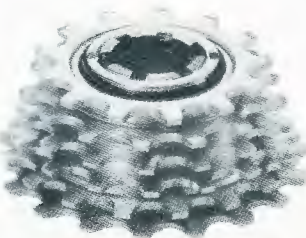
SunTour's New Winner is the first freewheel in the world which can

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 Microlite all-alloy freewheel designed specifically for the racing cyclist. Spare and replacement cogs are also available for this system.*

# **SUNTOUR**

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present being installed. When it is ready there will be bicycle related information available to its subscribers. Australian Cycle Trails is proposing to act as a clearing house for advocate groups with computerised databases. That way a large enough input could be made into the Telecom system to justify a bicycle section. The way would then be clear for participating groups to communicate with whole new sections of the community. If the system is up and running before 1988 it could handle all bookings for the Bicentennial Rides as well as draw new members into the participating groups.

As Gorge Orwells year draws to a close it is interesting to look at the development of this new technology on our culture. The advent of the micro computer is a large blow to Big Brother as it has given new power to the smaller user groups and has removed the potential for control by large organisations which have previously held a monopoly on computerisation. Hopefully it will give our advocate groups an opportunity to tackle the issues of the time head on and to actually train their members for this important work.

Frewheeling wishes its readers a safe and happy 1985.

Warren Salomon Publisher

## Bicycle Industry Rejects Victorian Government Proposal to Force Bicycle Riders to Wear Helmets.

The bicycle industry in Australia is concerned at recent moves by the Road Traffic Authority of Victoria to make the wearing of safety helmets compulsory for all bicycle users.

The president of the industry's national representative body The Bicycle Industries and Traders Association Mr. John Henshall, said today that while the industry wholeheartedly supported government moves to encourage helmet wearing it was not in favour of compulsory use.

'There is a tremendous need to educate cyclists in the use of safety equipment but these items are only one of a number of measures which should be taken to improve the safety of cyclists', he said.

'The safety of the estimated 850,000 Victorian cyclists and the two and a half million cyclists nationally needs to be recognised through a range of road design and traffic control measures designed to make the riding environment safer.

'The needs of cyclists are largely forgotten', he said 'even though they

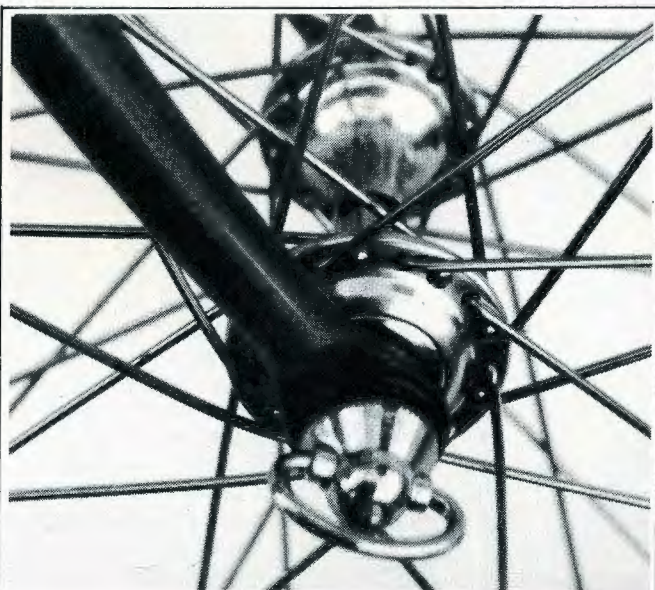
are significant users of the public roads'. Most people begin cycling at a very early age and the education of these young people to be safe and competent road users should be of major concern to Governments.

Excellent 'Bike Ed' courses have been developed for school age children but the program is greatly restricted because of lack of funds and co-ordination between the states.

BITA believes that Governments must give as much emphasis to Engineering and Education as it does to Enforcement. It further believes that existing on-road enforcement programs will be endangered if Police officers have to enforce compulsory helmet use.

Mr Henshall says that for a cyclist the use of a helmet may reduce the severity of an accident but better road traffic engineering and education programs will greatly reduce the potential for such accidents to occur.

BITA feels furthermore that the wearing of bicycling safety helmets should be encouraged as part of cycle safety education but to make it compulsory, where the major group affected will be young people, is likely to make any enforcement difficult and increase tensions between this group and the authorities.

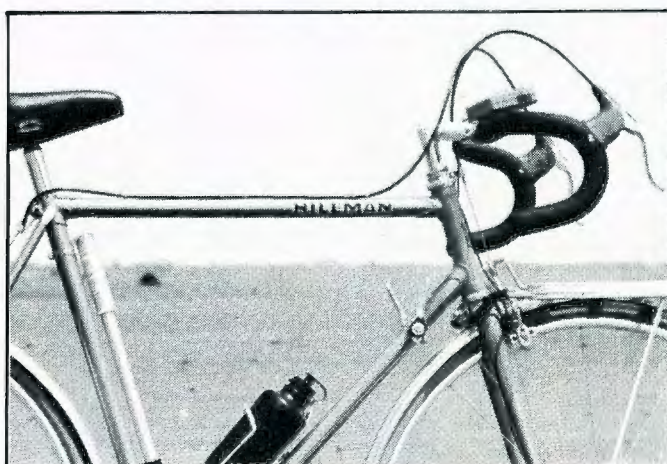


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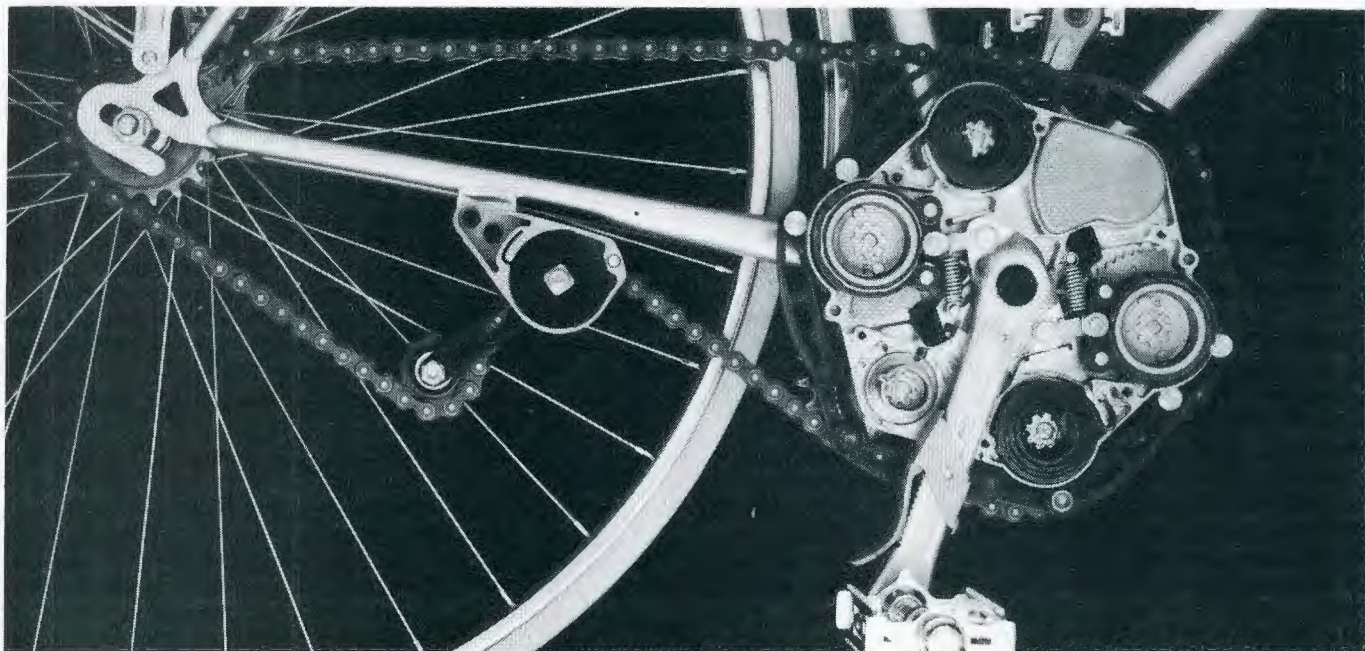
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### Latest gear

Would anyone be able to inform me of the different new makes of bicycle gearing involving the automatically changing diameter sprocket principle? Source addresses for these with either Australian or overseas agents would be tremendously appreciated. I am equally interested in any other new kinds of gearing.

K. Everett

C/- Dobson Substation  
Westland, NZ.

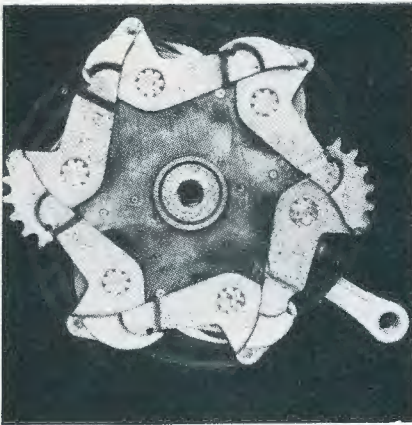
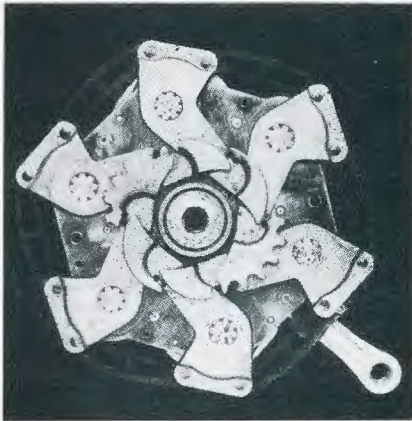
**The Deal Drive is now in full production in Britain but an Australian distributor has yet to be appointed. The Drive is a clever device which gives the user sixteen usable gears with out the need for a rear derailleur system. The chain-wheel expands and contracts over a size range of 26 to 56 teeth. Braking clutches hold the elements in the selected gear. When the foot pressure is reduced below a pre set level the clutches are released and the chain wheel is expanded to a larger size.**

**Mechanically the Deal Drive consists of a floating backplate with six similar pivoting legs mounted on the inside face. The chain is carried on the end of each leg, two of which have sprocket teeth.**

**The legs are linked to operate in unison rather like the iris of a camera. Two of the legs are connected to powerful springs which**



# Write On



are pre set to expand the legs and thus the size of the chainwheel.

The unit is fitted to a conventional framed bicycle and has a chain tensioner attached to allow for the contracting and expanding chainwheel. Three major English manufacturers are now fitting the Deai Drive to selected models in their range. The Drive is also designed to be retro fitted to an existing ten-speed. Enquiries should be directed to the manufacturer: Deai Drive International, Ketts House, Winchester Rd., Chandlers Ford, Eastleigh Hampshire, UK SO5 2FZ.

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PORT FAIRY Jan 19/20th 1985

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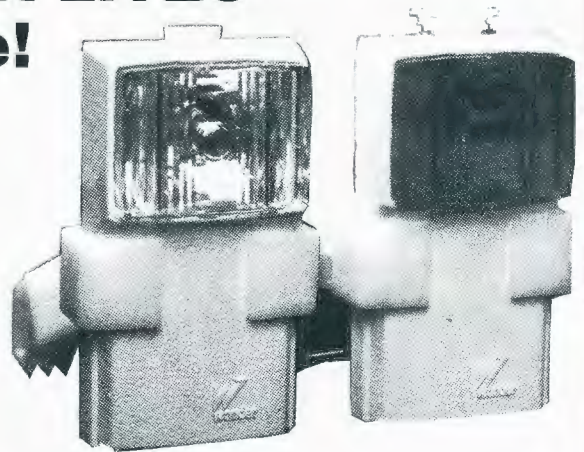
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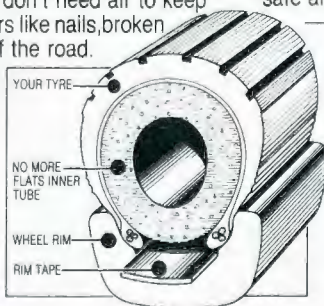
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# On the plains of Inner Mongolia

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**Robert Fletcher has just returned from leading a trip through one of the least accessible regions of China. This is his account of the first journey by Australian's into the region which was the west's gateway to the Orient in the days of Marco Polo.**

---

by Robert Fletcher

"Widespread snowfalls in N.S.W. . . . 3 degrees in Melbourne this morning . . .". Winter had hit with a vengeance. There was an air of smugness about us for soon we would escape these cold July mornings.

Our destination was Beijing and then Inner Mongolia. Our group was to make history as we were the first from Australia to undertake a cycling expedition through the Grasslands of this region of China. Stories of harsh living and strange foods did not deter us.

Beijing, of course, was warm and hazy. The schedule was hectic as we wanted to see as many of the highlights of this city as we could. The grandeur of the Forbidden City, the elegance of the Summer Palace and the mammoth Great Wall adequately reminded us of the power of past Dynasties.

As we stood on the Great Wall, a sinuous epitaph to the fear those of Central China held for the Mongols, we looked to the land beyond. Mongolia, a name that stirs the fires of the imagination. Soon it would be beneath the wheels of our specially-prepared bicycles. Truly something to consider.

It was a slow trip from Beijing to Datong in our first class sleeper, complete with lace tablecloth, bedside lamp, velvet curtains and, naturally, a



**A Mongolian father and son met along the road. Inner Mongolia.**







thermos of hot water for tea-making. The Chinese know how to make one feel comfortable. The smell and sounds of steam engines only added to the romantic aura. Agatha, where were you?

The overnight train winds its way through the Xionger Mountains and remnants of the Great Wall can be spotted towering overhead. Vast plains intensively cultivated extend for miles surrounded by craggy mountains. Mudbrick houses, all with high thick walls facing north and bright glass windows and doors facing south reflect centuries of care in design in order to keep out the bitterly cold winds from the Polar regions that sweep across Siberia and the Mongolian Plateau and bring temperatures down to -40 degrees Celsius.!

Datong is a bustling city over 2000 years old and is the centre of one of China's major coalfields. At nearby Yungang the earliest examples of religious stone carvings in China are found. Carved in the fifth century the 53 caves contain 51,000 bas-reliefs and statues ranging in height from a few cm to 17 m.

Cave art originated in India and the Yunang caves show influences from India, Persia, Byzantine and Greece. It is imbued with a spirit of intense creativity and energetic religious devotion.

Datong has a wealth of attractions including the Temple in Mid-Air, seemingly suspended half-way up an enormous cliff face. Shanhua and Huayan monasteries are excellent examples of architectural and religious statue styles of the first and second centuries. Huayan is a declared national monument.

We arrived in Hohhot, the capital of Inner Mongolia, early in the morning. After breakfast our destination was to the Sports Institute, to be introduced to our bikes. Special arrangements had been made by Tailwinds Bicycle Touring, the organisers of this first trip to Inner Mongolia, to have specially prepared lightweight 15 speed all-terrain bikes available. These specialised bikes excelled, and proved perfect for the roads we encountered.

"Roads" is perhaps an overstatement. Tracks, complete with washouts, corrugations that tested the resilience of all behinds, sand drifts and dry river beds, mud, rocks and of course open grassland make a better description. All this made for exciting cycling and we faced the challenge calmly. Our group ranged widely in ages and cycling experience, but we all found that with the right bikes this rough riding was rewarding.



**Christine Fletcher is the only westerner to be seen as she mixes with the bicycle traffic in Hohhot the capital city of Inner Mongolia.**

To familiarise ourselves with the bikes we set off on an escorted tour of Hohhot city. An escort was needed as we swerved and jostled our way amidst seemingly endless streams of cyclists. The curiosity of the locals towards 16 Europeans on strange bicycles was an obvious recipe for traffic congestion. Crowding round to examine us and our bikes when we stopped created bicycle jams long to be remembered by the Hohhotites.

Hohhot is at 1000 m altitude and on the edge of the Mongolian Plateau. A long uphill trip over the Daqing mountains takes you to the true grasslands, rolling green hills that stretch away as far as can be seen. Sprinkled over the green, like crumbs on a carpet, are small flocks of sheep and goats which are still the mainstay of the rural communes and the lifeblood of many Mongolian families.

Mongolians make up about 20% of the total population of Inner Mongolia but up to 90% of the herders. Traditional nomadic life is slowly fading as improved agricultural and husbandry methods are introduced. It is a curious process as many of the better known aspects of Mongolian culture are intact. Yurts or "Lhongolbau" to the Mongolians are still used. These unique shelters using an intricate wood frame wrapped in layers of thick felt, are portable and easy to move to new grazing lands. They are comfortable in summer months as well as the depths of

winter. A small earth stove provides cooking and heating. We were fortunate to have a Yurt experience and we are suitably impressed with the cosy comfort of these ancient dwellings.

Mud houses are dotted in small groups over the grasslands. Their styles are varied. Circular, domed, square, cut into hillsides, alone and in small groups. Stark on the outside, but inside? One of the virtues of cycle touring is being able to stop whenever you wish, whereas with a bus or train, many chances to explore flash by, lost forever.

It wasn't long before curiosity overcame shyness and individually we approached the brown islands in the green sea, be it mud house or yurt. We all had the same tale of open friendship. A welcome bowl of Mongolian tea was offered as we were ushered into the compact and orderly room. The neat interior was decorated with posters of far-off places in China, the occasional national hero adorned the wall beside the calendar and the radio. The single room houses reflected comfortable but simple lifestyles.

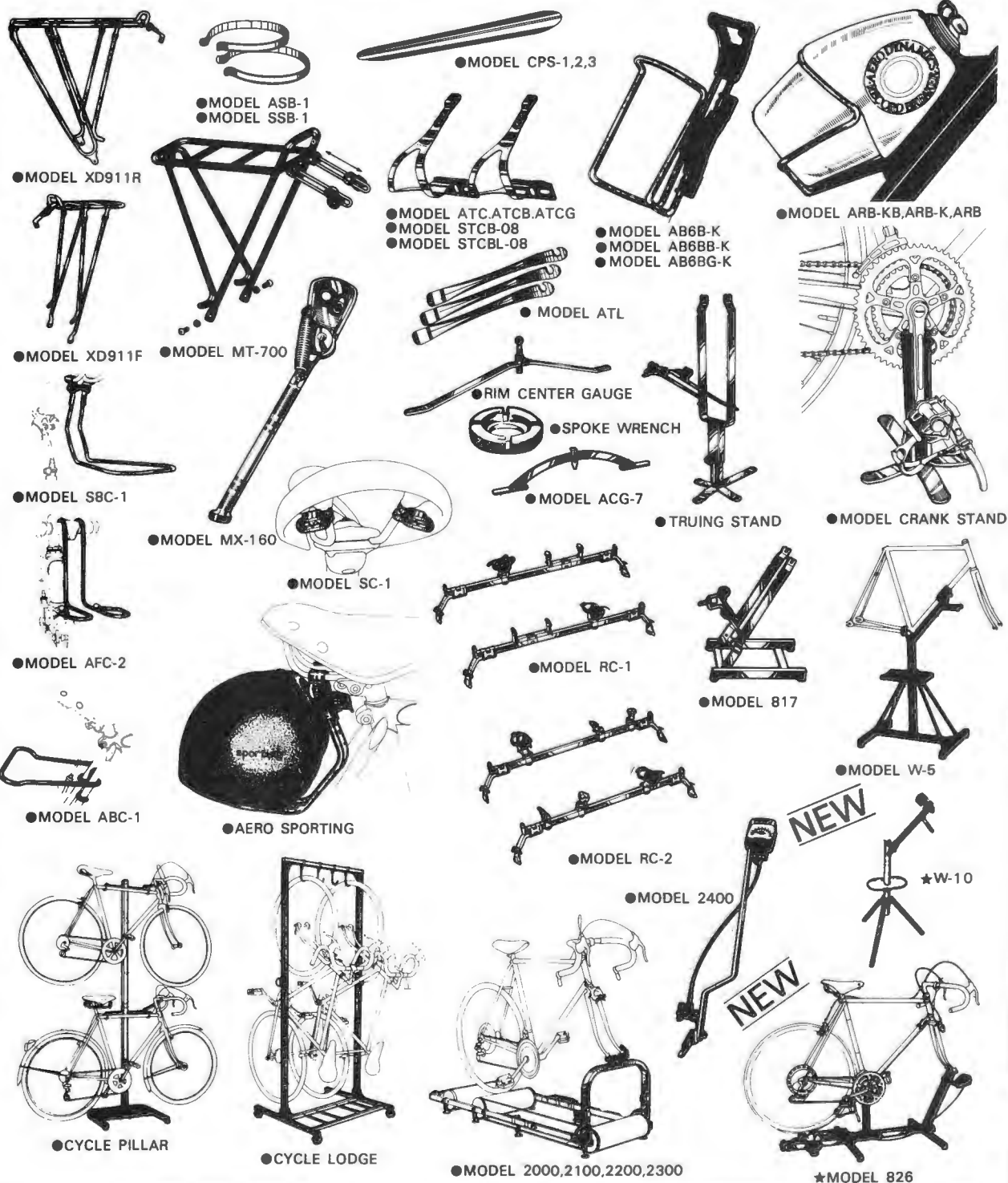
Meanwhile our hosts calmly produced numerous bowls of a variety of goat and sheep cheeses, yoghurt, salt, fried breads, seeds and some unidentifiable comestibles.

We had been warned about Mongolian tea. There is a ritual to it, as goat or sheep milk is mixed with the tea, along with salt, sugar, yoghurt, butter and if you like a little



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extra, some millet seeds. The original meal in a cup. While drinking, you pick at the servings of cheeses and fried breads. The hospitality was hard to refuse and the snacks delicious.

Our group was fortunate in that the route we followed is only available to cyclists. We felt privileged and elated at whatever was in store for us. The towns we passed through don't rate a mention on any map we could find. Very small, two shops, mud brick buildings, often a protective town wall, one dusty main street, hitching rails for donkey, horse and camel. These little Mongolian towns bear such unpronounceable names as E'erdun'aobao, Zhaohe, and Wangfuerdui. Each has its own character and its own people; all offer genuine expressions of welcome that make you feel at ease immediately.

Hongge'er is situated on a river bank with rocky outcrops as a backdrop, a contrast to the previous days of rolling hills and dry river beds that effectively bogged bicycle and support vehicle alike. It is an ancient religious town with two Buddhist monasteries. Much damage was done during the Cultural Revolution but the Tibetan texts and religious artifacts were hidden and the lamas protected by the community. Restoration is in progress and the old lamas teach again, but officials point out that there are no new monks. The presence of pilgrims young and old, relaxation of controls on religious expression and strong traditional beliefs have led to a new lease of life for many of China's ancient religious sites.

Hongge'er is a pleasant little town that reflects calmness and beauty, both aspects of the religion it harbours. Watching the setting sun from a nearby vantage point as the day crept out of the peaceful town below and the surrounding valley and mountains were coloured with soft evening hues, I felt that this was it. We had reached that part of Mongolia we had sought after.

The small towns opened their doors to us. After meeting the welcoming committee, we were ushered to our accommodation. Four single beds with hard mattresses and cotton quilts with elaborately embroidered silk covers, dirt floors, an enamel wash bowl, and a full thermos. No first-class tourist facilities here. It was great, I thought. One of the rewards of cycle touring is the opportunity to escape the mainstream. One comment I remember was that "it is like trekking on two wheels".

Our visit was a big event for the community. An opportunity for a banquet complete with Mongolian

folk songs, to which we were expected to respond, folk dancing, speeches and of course toasts with that fiery 140 proof liquid Maotai. Be warned — beware the host who knows but one word, "ganbei," at which another round of Maotai is expected to pass down your tortured throat.

Chinese food is known the world over for its variety and great taste. Mongolia's basic ingredient is mutton. The seasons were with us and our tables bore a great variety of vegetable dishes. Delicacies appeared from nowhere but it wasn't hard to guess where the huge bowl of boiled mutton originated. Baked leg of lamb and the famous Mongolian hot pot were treats.

I had assumed a great deal of monotony when I first envisaged a cycle journey through the grasslands of Inner Mongolia. Far from it. The rolling green country, a huge treeless expanse, a land that can be serene one moment but fierce the next. A land of contrasts that seems as far removed from all images of China as possible. A land that has much to offer.

The "grass" is a mixture of a huge variety of small flowering plants, aromatic herbs and some grass. The fat tyres of our bikes triggered the release of delightful aromas from the

herbs beneath and we realised why the mutton was tasty.

The grasslands support flocks of sheep, goats and camels, and the herders dependent of these animals. It has bred a class of horseman respected the world over and was once the centre of the largest Empire ever known. For us it was beauty, solitude and an avenue for excitement.

All good things end. Reluctantly we returned our bikes to their caretakers, inwardly happy knowing that we had experienced a rare part of the world. The cycling was over and it was time to return to progress and cities far removed from the grasslands way of life we had comfortably eased into. We felt richer to have enjoyed the vast open landscape of the Mongolian grasslands and the open friendship of its people.

\*\*\*

Robert Fletcher was the leader of the first group from Australia to undertake a bicycle expedition in Inner Mongolia. The trip was organised by Tailwinds Bicycle Touring, a company specialising in bicycle adventures. Following the success of this first group a second trip is planned for June 1985. Tailwinds can be contacted at G.P.O. Box 930, Canberra, A.C.T. 2601. Phone (062) 416413.

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# Foul weather friends

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by Gay Sprenglewski

'We left England,' said Alan, 'because of the weather. All that rain and cold.' He peered at me through the fine, silver-grey curtain which separated us. Droplets coursed down the stubble on his face, met under his chin and dripped onto his shiny yellow raincape. A frilly showercap protected the top of his head. Below the cape, bare skinny ankles pumped the pedals up and down in undaunted rhythm. Altogether, he resembled a member of some sort of weird religious sect.

'What do you think of all this cold and rain?' I asked.

'This?' He looked about in surprise, and indicated a thin band of pale blue visible just above the horizon, below the unforgiving canopy of drizzling grey. 'This is just a clearing shower.'

This was, ominously, the second day of our tour of the Yorke Peninsula, one of the jagged fingers of land of the South Australian coastline.

The previous day, our group had left Gawler, north of Adelaide, beneath an uncertain sky. Tumbling two-toned cloud castles dwarfed us, but we clung stubbornly to the weather forecast of rain contracting to the south. Instead, it expanded to the north, catching us just before lunch on the only 5 kms of dirt road we would encounter that day.

Within minutes we were stucco'd with clay. Tour leader Alan cast a knowing Celtic eye skyward and advised us that the weather would clear. It did, allowing the clay on our bikes and persons to dry and crumble; my feet changed from being wet and cold to less wet and less cold.

We reached Port Wakefield after a prolonged battle with a head wind that gusted at us, unencumbered, across the flat featureless paddocks and the flat, featureless road. But all things must end and eventually we were ensconced on the bank of a tidal mangrove creek bordering the caravan park, sipping wine and luxuriating in the last rays of the sun. The sky was a clear, washed blue; the wind dropped and our spirits soared.

Dawn broke and clouds closed over. The wind rose, our spirits fell. With heads down and teeth clenched, we fought our way along the main highway to the Ardrossan turn-off. Only nine kms, but we counted every pedal revolution until, at last, we turned left and enjoyed a thundering tail wind.

A few kms further on Alan stopped and glanced upwards. 'I think we'd better put our capes on,' he said, 'There's a passing shower coming.'

Two hours later it was still passing at roughly the same speed as ourselves, and it was through these previously mentioned silvery veils that Alan began recounting stories of cycling in the Mother Country. Lil and Bob, also from England, agreed that in their home country weather like this was commonplace and a constant if not welcome companion to most bicycling adventures. 'Except it's a lot colder,' said Lil.

My feet had long since lost all feeling of unity with my legs. My raincape, flattened clammily against my back, seemed to be retaining as much water within as it was meant to be repelling without. My gloved hands were soaked, and water spraying up from my front wheel had saturated my shoes, socks and woollen longs in that order. 'You need a mudflap,' said Alan, 'on the end of your mudguard. Stops the water getting on your shoes. In England we have one on the rear mudguard as well, so the guy behind doesn't wear it.'

Impressed as I was by the Pommy cyclist's consideration for his fellows, my only thought was of a drawn-out hot shower at our destination, Port Vincent. I had rarely been colder in my life, and I confided as much to Lil and Bob.

'But we've got a tail wind,' said Lil, surprised at my faint-heartedness.

Eventually the turn-off to Port Vincent appeared through the grey haze of rain. Only another three kms. Gratefully, we all swept into a left-handie and immediately were

decimated by the force of the cross wind. Even Alan's bare skinny ankles pumped with less rhythm. Rain stung my face and forced my cape flat against my brake levers, further slowing me. I wondered dully if there had been a cyclone warning we hadn't heard.

At last we swept down a sheltered curving hill to the little town and it was only a matter of a few hundred yards to the beach-frontage caravan park. Ahead, Alan suddenly swung over to the other side of the road. 'What's he doing?' I asked Ted. 'Look out!' he replied as a greyish-white wall of foaming water reared over the sea wall and cascaded on the road immediately in front of us. We dodged it — just — and continued on. I supposed that angry seas featured prominently in English touring rides too.

Gale-whipped rain rattled like stones against the side of the camper-van. We huddled within, clutching the ubiquitous mug of tea, shoulder to shoulder. We were warm, dry and freshly-showered. Before the fan heater many pairs of socks and shoes were drying odorously; outside, just as intimately huddled, were our shackled bikes, showercaps protecting their saddles.

The pot of tea, the rain without and the warmth within made our English contingent pensive.

'I remember riding in rain like this in Scotland,' said Lil. 'This friend of ours assured us it was only a Scotch mist.'

'Oh aye,' said Bob. 'Blinkin' Scotch mist. Remember Geordie? We were on this long ride and Geordie got the Bonk. He was so hungry he ate an orange skin and all, like.'

'We'd get ever so hungry,' Agreed Alan, 'Our club used to ride from tearoom to tearoom. We never had much money, so we'd drink a pot of tea and one of us'd go and ask for a bit more milk, then a bit more hot water for the pot, and finally for a few more tealeaves . . . it was ages before they woke up to us!'







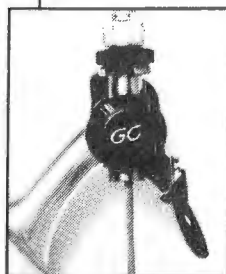
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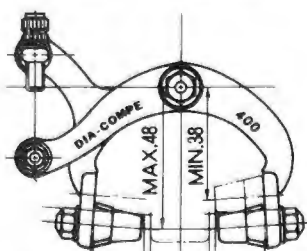
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'And sometimes they'd bring a plate of cakes,' said Mary. 'The waitress never had to put it on the table, she'd just lower and raise it, and it'd be empty!'

Another furious gust of wind rocked the campervan on its moorings. Alan indicated the steaming footwear by the fan heater. 'See, in England,' he explained, 'All that stuff would never dry. Once you got wet, you stayed wet. Dreadful it was.' We shuddered, Ted and I, trying to picture the land of Field and Coppice perpetually immersed in dank, chill, dripping mist through which putty-skinned cyclists moved in miserable lines.

Alan laughed reminiscently. 'When we was coming to Australia, the immigration bloke asked us which part we wanted to go to. He said Melbourne was nice, so I asked him what the climate was like. He said, it's quite nice, just like London. So we said, we won't go there then. So then the chap suggested South Australia, and told us there was even a city in S.A. full of Poms, and we said we won't go there either. We'd had enough of Poms.'

'You sound like a pair of whingers to me,' I observed.

Next day dawned fine. Having decided on a rest day, we walked about town and later followed Alan along a trail worn in the grassy headland. It was a golden afternoon, filled with the drowsy hum of insects and the scent of wildflowers and the soft sigh of the turquoise sea; but the cyclo-cross had come out in Alan and he delighted in dragging us over hill and dale, riding the bits that were flat and hauling our bikes over the bits that weren't.

On the way back to the caravan park the gears on his three-speed tandem became no-speed in the wink of an eye, necessitating some on-the-spot repair work. Then Mary's bike struck a patch of sand and stopped dead and I, on her wheel, stopped even more abruptly. It was all a bit of a giggle for a while, and inspired more cycling reminiscences later on.

Cups of tea and mugs of wine appeared. 'Cor that was funny,' Alan

said, referring to the day's various mishaps. 'Once in England, we was all going at a fair lick down this hill, and I was going like a rocket past everyone. But the road curved at the bottom of the hill and I didn't, and I went flying through a hedge and landed on me head. When everyone else went past they all waved and smiled and kept going . . . they thought I was going to the toilet!'

We tutted sympathetically. It was not for us to question the Pommy way of looking at things.

Next day saw us heading down the south-west coastline of the Peninsula in delightful sunshine. Progress was slow because Alan preferred the difficulty of dirt to the tranquility of tarmac — 'You always see more on out-of-the-way roads.' Which wasn't really true because our eyes were locked desperately on the wheel in front in case of mishap on the sandy road. There were hilarious moments when someone, despite all caution, hit a sand-drift and zig-zagged crazily for a few yards in an often unsuccessful at-



tempt to stay aboard; and there were other moments when our bikes hit hard corrugated patches and vibrated like pneumatic drills. Bitumen, finally regained, seemed as smooth as silk, and encouraged a resumption of conversation.

I told Alan of a book I'd just finished reading about a Pommy chap's solo excursion to the Cape of Good Hope via the Nubian Desert where he pushed his bicycle through flies and dust along a railway track for umpteen miles. Alan said, 'He must be daft. Touring riding should be fun!' I thought of our days of rain and our more recent battle with the sand-drifts and nodded dubiously.

We reached Stenhouse Bay, on the southern tip of the Peninsula, on an evening marked by approaching clouds. Tomorrow would be another rest day, spent cruising around the coastline to see attractions such as the wreck of the 'Ethel', Pondalowie Bay, and the abandoned historic town of Inneston.

'It's not going to rain,' said Alan with conviction. I was less certain. Tomorrow was my birthday.

Under an indecisive sky we enjoyed a good old Aussie barby tea washed down with white wine. Bob spent some time mending punctures incurred on the dirt roads: scoring tyre levers, he worked his spidery fingers around the tyre with the ease of years' practice until the bead came away from the rim.

We went to bed that night complete with wine and bonhomie, convinced that all was well with the world.

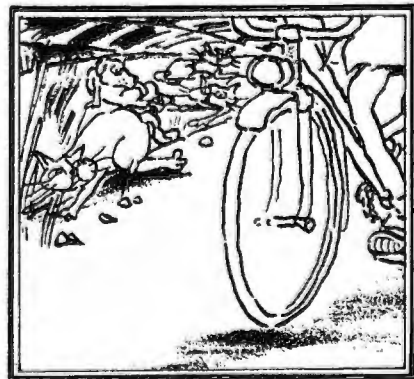
I was woken by the roar of rain on the campervan roof. It was 3 am — three hours into my birthday.

After breakfast we surveyed the bleak dripping bush gloomily. We had two choices — staying in the camp and getting on each other's quoit all day, or going for a ride anyhow, and getting wet as shags. The shag option proved more favoured. Shrouded in capes and sou'westers, we set off.

At least the sandy coastal road was packed firm by the wet. We negotiated the gentle undulations with little difficulty, dismounting to shelter behind bushes when the rain got too heavy. In no time we were wet through, and it didn't matter any more.

Then Lil drove her bike at a lake of water completely covering the road, got halfway and fell in. Her bike disappeared completely and only her cape, floating on the surface, prevented her from disappearing as well. When we all stopped laughing about twenty minutes later, she told us that she had been informed once that the best place to cross a stream was through its deepest part. Ted and I concluded there must be some strange natural phenomena in England.

When we reached the headland over looking the beach on which sat the remains of the 'Ethel', the wind roaring in from the ocean seemed like Cyclone Tracy's twin sister. It was virtually impossible to move against it, and those of us wearing capes nearly had them ripped over our heads like





inside-out umbrellas. Alan and his daughters negotiated the narrow track down to the beach and endured a sand-blasting to photograph the wreck which, according to a local, is deteriorating year by year. The wonder is that it's lasted this long, given the force of the wind.

We lunched at Pondalowie Bay during intermittent showers, listening to the roar of the surf beyond the heads. The bay itself was calm, and beautiful, and deserted. I tried to imagine a place in England similarly devoid of human life, but couldn't; it was hard enough to visualise any rural areas in that tiny crowded country. For a while I let my spirit soar with the wheeling gulls and polonaise with the sandpipers, and felt the familiar rush of love for this land. How could mists and coppices compensate?

That evening, back in camp, I was presented with a birthday cake decorated fetchingly with cut-off striped drinking straws stuffed with wildflowers, and pressies of nuts and chocolates. We sat around the fire with the ever-present wine, becoming happily, less and less aware of the rain which still pattered occasionally. Indescribably filthy socks draped rocks and logs around the fire, steaming gently. Happily we were less aware of them, also.

'Wonder if it'll stop raining tomorrow?' someone mused.

'Bound to,' I replied. 'My birthday will be over.'

Next day we headed up the centre of the Peninsula, towards Warooka for lunch, and ultimately Minlaton to camp. We had a fine day and a brisk tail wind, a good road and sparse traffic. We belted along at a fair clip, a



tight bunch of six, all of us feeling quite toey. Mary in the support vehicle only just beat us to the morning tea spot. Sipping my coffee, and easing my complaining seat-bones, I asked Alan why I never got a sore backside while racing.

'You lean forward more in a race, and your legs are working harder, like. The pressure's on your legs, not your bum.'

The next leg of the journey was over a series of undulations. Still reacting to the unfamiliar tail wind and fine weather, we began staging sprint primes, flogging our heavy tourers into unaccustomed bursts of speed, panniers flapping wildly. Alan and his elder daughter (Stoker No 1) on the tandem were massacred on the uphill but whooshed past everyone going down. By the time we galloped into Warooka, dishevelled and blowing like a mob of wild ponies, my legs were aching with effort and my lungs were on fire.

But yes, my bum was OK.

The journey ended two days later. Ted and I farewelled the others at Mallala, a tiny outpost of no particular beauty about sixty kms north of Adelaide. We had our last meal as a group on a footpath beneath some overhanging pepper trees, and our bikes attracted a blond young man in a cableknit jumper who, in a soft Swiss accent, told us he'd cycled 2,500 miles since leaving his homeland eighteen months earlier. He was now resting with friends before attempting a traverse of the Nullabor.

I wondered what he thought of bustling downtown Mallala as a *piéd a terre*.



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# Bicycling in Victoria

**The state of Victoria offers bicycle travellers some of the best roads and sights in the country. Ray Peace author of two books of tours dealing with his home state presents an overview of this great touring destination.**

Victoria, smallest State on mainland Australia, is probably the easiest and most interesting to tour by bicycle. Thousands of Victorians do, but they often take a great deal for granted: to the visitor everything from Melbourne road-signs to road laws regarding trams to booking a V-Line (Victorian Railways) train can be baffling. This article is intended to give a few brief pointers in the right directions.

What is Victoria physically like? The Garden State measures roughly 800 kilometres east-west, and about 300 km across at the widest point. The southern end of the Great Dividing Range splits the State into coastal and inland areas; the highest peak is just under 2000 m, the coastal

areas hilly in varying degrees and inland, the vast Murray River basin, mostly flat.

Rainfall varies from more than 2 m per annum in small pockets along the coast to less than 40 cm in the north-west of the State; vegetation ranging from sub-tropical rain-forest to semi-desert, apart from the areas in the north-east above 1400 m classified as alpine.

Melbourne, the centrally located capital of about 3 million people, has an annual average rainfall of 1.1 m while the annual average temperature is a mild 18 degrees. The city is also the focal point for Victoria's air and surface transport. For the cycle-

tourist with limited time to explore, the State can be conveniently broken up into a number of regions, most of which are within a day's ride or less of a rail line. Each has something well worth seeing:

The coast in the SOUTH-WEST, best approached by a train to Geelong, 75 km SW of Melbourne, or Warrnambool 270 km WSW, is famous for the 350 km Great Ocean Road. The coastal scenery on this route ranks among the best and most accessible in

Australia. Worthy of special attention is Port Campbell National Park, which includes the famous Twelve Apostles, London Bridge and Loch Ard Gorge. The City of Warrnambool



and nearby town of Port Fairy both preserve historic buildings and relics of maritime and military history. Old volcanoes at Tower Hill (14 km west of Warrnambool) and Mt. Eccles (60 km north-west) are excellent places to see local flora and fauna.

The central WESTERN district is dominated by the sandstone Grampian Ranges, last outpost of the Great Divide. Trains on the main Adelaide line via Ballarat to Ararat (210 km west of Melbourne), or Stawell (240 km west) bring cyclists to within 50 km of the only sizable town in the ranges, Halls Gap. The area features spectacular scenery (Pinnacle Look-out, Mt Victory), several waterfalls

and Aboriginal cave paintings (Victoria Valley). The Grampians are also surrounded by many lakes, several suitable for fishing or swimming, and wineries at Moyston and Great Western are an added attraction.

The NORTH WEST, 600 km from Melbourne, is the region most remote from the capital. It is dominated by the City of Mildura as the only major centre, and the vastness of the semi-arid Mallee when cycle-touring. Access is by "The Vine-lander", which makes the 10 hour journey every night except Saturday. The area features the Murray River and a number of paddle-boats (refer also to Swan Hill & Echuca, NORTH CEN-

TRAL), large fruit-growing areas, several wineries and three large National Parks: Hattah-Kulkyne, Big Desert Wilderness & Wyerfeld. NOTE: Travel in this area in summer can be restricted by heat and lack of water. Bindi-eyes are common, and appropriate precautions should be taken when going off sealed roads or cross-country.

The flatness of the Murray Valley in the NORTH-CENTRAL area makes for easy cycling when head-winds aren't around. The region can be approached from Bendigo or Swan Hill (160 and 350 km north-west of Melbourne) on the western side, or alternately Shepparton (180 km NNE). Old gold towns fringe the lower slopes of the Divide, for example Bendigo, Rushworth and St Arnaud. The long length of the Murray River valley includes several expanses of riverine forest, wineries, historic homesteads and classified river ports, notably Echuca (200 km north of Melbourne), and Swan Hill. Tourist river-boat cruises operate out of both ports but there are no regular services between them.

The CENTRAL HIGHLANDS offer some of the most pleasant cycling areas in the State, combining good terrain and excellent scenery, easy access and a large number of attractions. The area can be approached from Bendigo (see above), Ballarat (110 km west of Melbourne), or the towns of Castlemaine, Woodend and Seymour, on the Bendigo and north-eastern lines within 100 km of the city.

Virtually all the towns and cities in this area display their backgrounds as major centres in the gold rushes 130 years ago, mostly in original street-scapes, for example Maldon, and also in reconstructed tourist parks (Ballarat and Bendigo). Some towns also have more specialized points of interest, for example Daylesford's mineral spas and Maryborough's rail station. The area is one of those best suited to cycle-touring as far as ease of travel and density of attractions are concerned.

In the NORTH-EAST the Victorian Alps make for more spectacular scenery, although relatively easy touring is still available in the Ovens, King and Kiewa river valleys. Usual access is via Wangaratta (250 km north-east of Melbourne) or Wodonga (300 kms north-east). The towns of Beechworth, Yackandandah, Chiltern and Rutherglen are all classified to varying degrees, housing wineries, museums, waterfalls and numerous other attractions within easy day-ride range of each other. The upper Murray valley east of Wodonga contains superb low to medium level scenery.

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The valley resort towns of Bright and Mt Beauty provide the best points of access to the alpine areas south of this region. However, cyclists intent on admiring the superb scenery of the high country should note that this should be attempted between October and April only, as alpine roads are often poor and terrain very difficult.

Over the Great Divide in the SOUTH-EAST, Gippsland offers easy touring around the Gippsland lakes area, or the rugged hills of the Strzelecki Ranges traversed by the Grand Ridge Road. Access is by train to the Latrobe Valley (120 km east of Melbourne) or Bairnsdale (270 km east). In the Lakes area, the flora and fauna preserved in the Lakes National Park can be easily reached in the Paynesville area, although the Ninety Mile Beach can only be approached via the town of Sale at the western end.

In the Strzeleckis, the Tarra Valley and Bulga National Parks, south of Traralgon, preserve the sub-tropical rain-forest which once covered the hills, while elsewhere Victoria's lushest dairy-farming districts are backdropped by superb views of the Great Divide to the north and of Wilson's Promontory National Park to the south. "The Prom" and also Phillip Island are worth exploration if time allows, the former with excellent bush-walking and the latter featuring the koala and fairy penguin reserves.

### Useful things and places to know

In basic subjects of interest to the visitor, such as accommodation, road laws, and travelling costs, Victoria is very similar to the rest of Australia. There are, however, a number of local peculiarities which can and do cause confusion to those unfamiliar with them. The following are a few of the more common ones:

**ACCOMMODATION:** Pubs outside the capital city usually provide counter meals and accommodation as they do throughout the rest of Australia, with the normal proviso that those of popular areas in season require booking. The Youth Hostels Association maintains a network of 11 full and six associate hostels across the State. These vary in size from seven to over 100 beds, and cost from \$3 to \$7 per night.

Most Victorian towns of any note have camping grounds or reserves suitable for overnight stops, although facilities vary widely. Camping is also permitted in most National Parks, State Parks and State forests, where a similar situation applies. In these



**Victoria is called the Garden State of Australia for good reason. This park in Bright turns on a vibrant display each autumn as the European trees herald the coming winter.**

areas the lighting of camp-fires is often restricted or not permitted due to the high summer fire risk. Camping in road-side pull-offs is also possible in many areas, but not advisable close to main roads.

**TRANSPORT:** Public transport in Victoria is run by V-Line (State Transport Authority, formerly VicRail), who control seven passenger rail lines plus two more to be reopened this year, and several dozen bus services to areas no longer served by trains. Transport of bikes by bus is possible in some areas but little or no official provision is made for them.

Seats on most (but not all) passenger trains which run more than 100 km from Melbourne require reservation. This can be done by telephoning the Melbourne Central Reservations office, or one of 16 offices in regional centres, up to seven days in advance. The tickets can then be collected and paid for up to three days before the journey at the point of departure or at a convenient local station or agency.

Bicycles are normally carried in the guard's van on V-Line country trains (except rail-motors) at a flat rate of \$2.00 per one-way journey regardless

**When you are tired of your bike there is always the water. On the Murray there are many river boats suitable for day cruises or longer journeys. The PS Melbourne is the last steam driven paddle steamer still operating on Australia's longest river.**





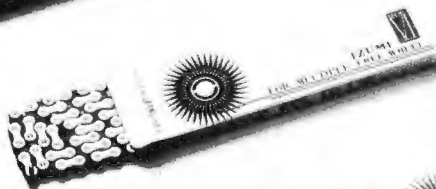


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of distance. Removal of packs is not normally required. On suburban rail lines in the Melbourne area bikes can usually be taken in the carriages (outside peak hours) at the concession fare rate.

Cyclists arriving by air from wherever at Melbourne's Tullamarine International should note that it is difficult to ride out of without winding up on the freeway, and that apart from airport buses to the city public transport is non-existent. Some intra-State flights depart from here, but a good many also go from Essendon airport (11 km north-west of Melbourne, 1.5 km from Pascoe Vale railway station) and also Moorabbin airport (21 km south-east of Melbourne, 3 km from Cheltenham railway station).

Some outlying regional centres like Mildura have regular air services to and from Melbourne, but space for bikes (and people) is limited, and the cost considerably higher than by rail.

**GENERAL INFORMATION:** The Victorian Tourist Commission's office at 230 Collins St, Melbourne has a good collection of hand-outs and maps for all areas, although these are invariably designed with the tin-can tourist in mind. On the other hand, the Bicycle Institute of Victoria at 285 Little Lonsdale St is concerned with nothing but bikes, though published tour-guides for the State are still relatively few.

In addition to these sources, the Forest Commission's office at 601 Bourke St is highly informative on parks and State Forests. The Commission publishes its own highly accurate maps of areas under its control, even though these are somewhat limited.

**ROADS AND ROAD LAW:** Most Victorian road law is similar to that applied to the rest of Australia: cyclists are allowed on all roads except the State's 350 km of freeway. Sealed shoulders are virtually non-existent in the Garden State, making rural highways somewhat dangerous. Road signs are generally good except in the major cities, where their absence or ambiguity in some areas can be confusing to anyone unfamiliar with the road lay-out.

Melbourne is the only Australian city with an extensive tramways network, and a number of road laws apply specially to them. Cyclists should always stay on the left-hand side of tram-lines, even when making a right hand turn across them. Stationary trams may only be passed at a terminus or one of the large yellow "safety" tram-stops. Under a new system it is now an offence to impede the progress of a tram on any road marked with a yellow line down either side of the tracks. The main



**The magnificent Queenscliff Hotel on the Bellarine Peninsular near Geelong is a fine example of the many historic buildings to be discovered by bicycle.**

danger to cyclists, however, is a simple one: always cross tram-lines at a sharp angle or your wheels can be caught by the slots the tram-wheel flanges run in.

**MAPS:** Road-maps of Victoria are easily obtained from petrol stations, newsagents and many information centres. However, like most of the tourist information these tend to be car-oriented. Of those commonly available, the "Broadbents" map series are worth considering, as they provide a range of sheets, from the entire State to the Dandenong Ranges

outside Melbourne. The larger ones inevitably lack some detail, and unfortunately don't provide any terrain information, but are generally reliable for indicating overall road surface quality. Those marked as minor tracks can sometimes be the best, but local inquiry is recommended.

On the other hand, National Survey maps of the 1:50,000 type provide a wealth of detail but are more difficult to carry, and don't cover the entire State. Despite this, they can be very useful in remote areas such as the Alps. A combination of both State-

**Peaceful coastal areas like Mallacoota Inlet in Gippsland can be visited from the rail head at Bairnsdale or included in a longer journey through to New South Wales.**





wide or regional maps for general navigation, and large-scale sheets for venturing off the beaten track is suggested, with frequent meetings with locals a useful back-up.

### Contacts

1. VICTORIAN TOURIST COMMISSION: 230 Collins St, Melbourne. Ph (03) 602 9444. Victour also has offices in all other Australian capitals except Darwin.

2. V-LINE: (a) Transport Information Centre, Ph (03) 602 9111. Provides details of all train and bus services run by V-Line.

(b) Reservations Office, Ph (03) 62 0771. Printed V-Line time-tables are available for 50 cents from the newsagents in Spencer St Station foyer, the city's main country and interstate rail terminal. This publication also contains locations and phone nos. of all regional booking offices and agents.

3. BICYCLE INSTITUTE OF VIC: 285 Little Lonsdale St, Melbourne. Ph (03) 663 3509. Cycling information, publications and helpful hints of all kinds.

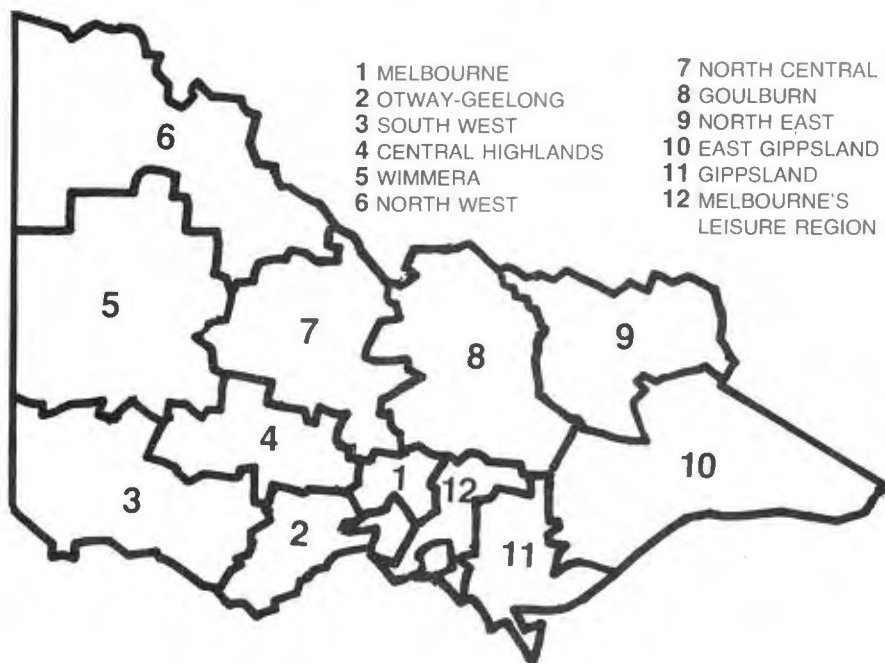
4. YHA VICTORIA: 122 Flinders St, Melbourne. Ph (03) 63 5421. Information and bookings for all hostels, plus regulation sleeping-sheets.

5. FORESTS COMMISSION: 601 Bourke St, Melbourne. Ph (03) 617 9222.

6. JOHN DONNE'S: 372 Little Bourke St, Melbourne. Ph (03) 67 4383. Cartographers of excellence. A good range of maps is also available from major city newsagents and

bookshops such as McGill's at 187 Elizabeth St, and the Technical Bookshop at 295 Swanston St. This is conveniently close to

7. (a) BUSHGEAR: 277 Little Bourke St (b) PADDY PALLIN'S: 55 Hardware St. These are two of Melbourne's best light-weight camping & bush-walking shops.

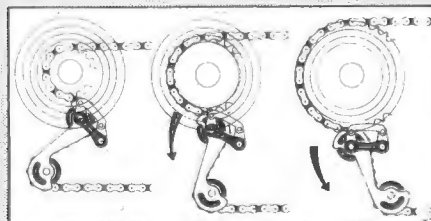
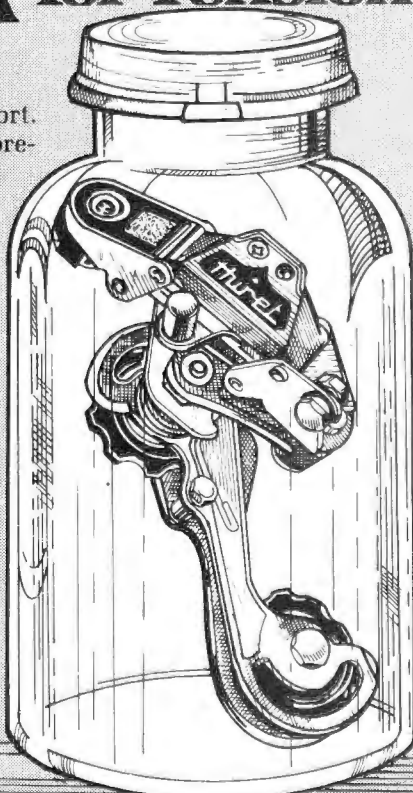


## Duopar: Rx for Tension Headache

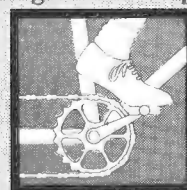
**Symptoms:** Chain clatter. Discomfort. Leg fatigue. A combination due to imprecise shifting and the inability to shift gears while pedaling uphill.

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

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



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## The Last Whole Earth Cyclists' CATALOGUE

Summer '84



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### CYCLING SHOES WITH GRIP

Feet slipping out of pedals at vital moments are a thing of the past. New racing and touring shoes from major American surgical company incorporate leather/nylon uppers and fully hydraulic hand prosthesis attached to each sole. Guarantees a grip on pedals you won't forget. Internal hydraulics powered by special miniature motor that runs on steam rising from between rider's toes. Also available in model for people who pedal left-handed.



### BICYCLE ORGAN DONOR'S I.D. TAGS

Worn around rider's neck on chain, metal tags are engraved with name, address and detailed Brand-name listing of all bicycle's important components. Should cyclist be hit and killed by motor vehicle, presence of tags immediately informs attending mechanics that victim wishes legal donation of any undamaged parts to another bicycle undergoing emergency in-shop repair somewhere.



### STATUS-CONSCIOUS CYCLING JERSEYS

Fine weave wool/acrylic cycling tops for the mobile and upwardly mobile. Made with three button-fastened rear pockets and are strikingly silk screened on front and back with corporate logo of your favourite top fifty national or multinational company. Show your friends and your stockbroker's friends just where you're at. Discontinued 'seconds' available at cost: Poseidon Mining and Nugan Hand.



### INTIMATE REAR VIEW MIRROR

The final answer to wobbly and vibrating bike mirrors. New rear view mirror contact lens fits snugly in right or left eye and provides dependable covert cycling safety. Also allows wearer to attend parties without feeling self-conscious.



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## Bicycle Touring

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# Myall Lakes Tour

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**At the tail end of the loop, outside Gloucester, a blunt rock formation known as The Buckets dominates the rider's view.**

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**The Great Lakes District on NSW's central north coast holds bountiful pleasure for those who like to explore slowly. Connoisseur of landscapes, Jim Scarsbrook, describes his winter cycling tour of the area.**

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A cool winter's day greets me as I push off down the main street of Gloucester late in the afternoon. A few locals stare and then return to their business. Just east of town, I leave the Buckett's Way and turn south on to the Waukivory Road, through grassy paddocks and mun-

ching cows. This is to be a pleasant three or four day trip across to the coast and back, and for once turned out just that way.

Soon the tar gave way to reasonable gravel and Waukivory was passed just on dusk. Not much to see, a couple of houses and a local kid on a BMX. The

road touched the edge of the Craven State Forest, so I took a forestry road and made camp about 500 metres off the main road. Considering I had seen three cars since Gloucester, and this forestry road had a gate at its beginning, the chances of humans tonight were slim. In a grove of turpentine I was joined by some inquisitive horses who came back several times during the night to sniff at this strange monster.

Morning was glorious and promised fine cycling down the Myall River valley. A good breakfast and a quick pack up and then it was back on to the main road and the most resplendent



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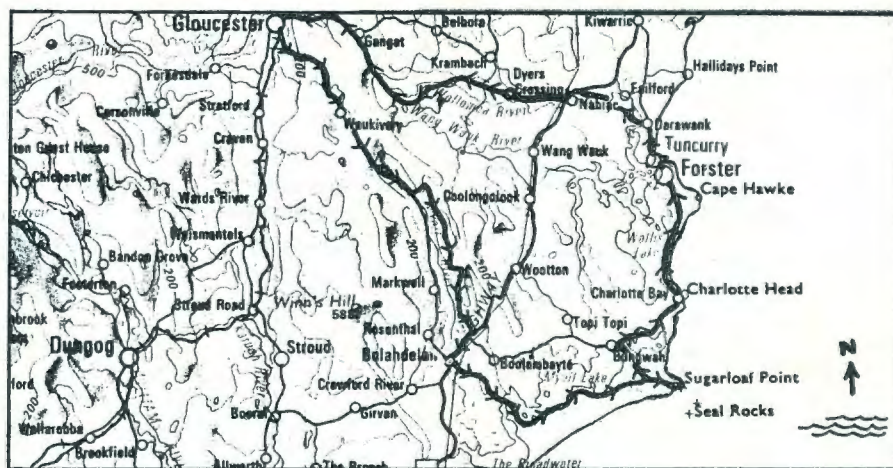
scenery I have seen for ages. A beautiful valley revealed the road winding down past small farms. A road junction with a sign that had seen better days indicated the turn off to Bunya.

I followed the Manning Hill Road up and over a high ridge with some good views until Horses Creek Road, a fire or forest road, which was easy cycling, through the Wang Wauk State Forest. At a small reserve along this road are the remains of a trestle railway bridge, one of the few remaining pieces of a timber railway that ran 25km from these forest areas to the Myall Lakes, where especially built boats took the timber to Tea Gardens and coastal transport.

With the sounds of steam whistles and bellowing oxen in my mind, I cycled on through pleasant forests until suddenly there appeared the Pacific Highway. To my left was the O'Sullivan's Gap Flora Reserve but this would wait for another day. Turning right, there was a drawn-out climb over a gap, and then down to the Lakes Way Junction, and on into Bulahdelah for lunch. One of the road houses made it most enjoyable, and then around to the main street to find a store.

As I came around one corner, two other cyclists came around another and a third from somewhere else., all of us to pull up at the general store together. We talked about our trips then the two waved farewell and headed north whilst the other fellow and I took the flat river road down to Bombah Point Ferry. He was going to Cairns (actually Andrew cycled on through the gulf to Darwin in the end) but tonight we would camp together

**This long, open and well-packed dirt road, skirted by low-scrub countryside, is typical of the unpaved routes in the Myall Lakes area.**



next to the Myall Lakes. The caretaker at Legges Camp, next to the ferry, was most interesting to talk to, and it was nearly dark before he took us across the lake. There was a \$1 fee for this.

It was pitch black when we reached Mungo Brush and a strong wind was blowing off the lake. The tents were pitched, dinner cooked and eventually the sleep overtook us. Next day we took the old mining road north, which follows the coast and, although corrugated in many parts, is fairly flat for the 30 km from Mungo Brush to Seal Rocks. The view coming into this village is magnificent.

We talked to the shop keeper about the area and she told us that the seals no longer came to sit on the rocks off the point. No doubt they upset the local fishermen. We cycled west to Bungwahl and turned north on to the Lakes Way. There was more traffic now but quite acceptable. A sign indicating a toy factory caught our eye

and we inspected the display of well made and interesting toys.

At Pacific Palms we stopped by a grassy area which ran along side Wallis Lake and cooked lunch. The day was sunny and clear. A few kilometres on, we came to the Green Cathedral at Tiona. Leaving our bikes at the entrance we walked down through giant ferns to the lake where an open air church had been built. This is a quiet, peaceful and enchanting area and we were pleased we had stopped. Then on into Forster.

As evening was approaching, I decided to try the local camping area but my companion had a long way to go, so we said farewell and he headed north. By a stroke of fate, the caretaker turned out to be an ex neighbour so instead of a nylon tent it was a comfy bed and home cooked meals.

Next day I headed north, turning west to Fainford and south back on the Pacific Highway. It was only a short trip to Nabiac and once again I left this busy road for the tranquil country roads westwards. I was told that the Kramback road was busy and had some big hills, so I turned off to Dyer's Crossing and onto Bucca Wauka. This proved to be a very pleasant journey through rolling countryside, and the odd farm slid past me. Being a gravel road I saw few cars.

Rain joined me and only served to accentuate the scenery. The single big hill before reaching the Buckett's Way was a breeze. Pushed on by the rain and a couple of nasty ups later, I came on a beautiful view from a service club lookout where the road from Bundook was joined. Nestling below the Bucketts, the town of Gloucester looked magical, as the first lights twinkled on. A swift descent and over the railway line, and I was in town, heading for that milk bar and a look at a poster on the Bunya Bush Dance. A very enjoyable trip.



# Tandem Talk

## Tandem '84

This annual get together was organised by the British Tandem Club and this year happily coincided with our planned trip to England — so with a certain amount of juggling with our already jammed itinerary we were able to deviate northwards to attend the weekend. We were joined in Shrewsbury by Caroline and Andrew McDowall who had made a special journey from Germany, and thence we boarded a train bound for glorious Crosley in Lancashire.

Just south of the lake district this is not the most scenic part of England but undeterred we journeyed on, rather surprised that we hadn't been joined by thousands of other tandems.

We found Crosley to be teeming, not only with tandems but more uncomfortably with rain which started the moment we left the station and gathered force as the afternoon pro-

ceeded. The main campsite was slowly turning into a quagmire still it was fascinating to see all the vehicles adapted in various ways to carry long bikes — there were even a triplet along.

The Saturday afternoon was devoted to informal rides to what I suspect were local beauty spots but the rain and hail were so fierce that the scenery was just a blur and it was a great relief to retreat to our bed and breakfast accommodation with a hot bath and a drink in the pub.

The following day was overcast but thankfully not raining and we headed off to join one of the varying length day rides. Lunchtime was the only occasion when everyone was able to get together for a chat and a good look at all the assembled tandems — and what a collection! Nearly every known framemaker was represented along with a multitude of lesser, home made or unknown varieties. Side cars, trailers, kiddy cranks,

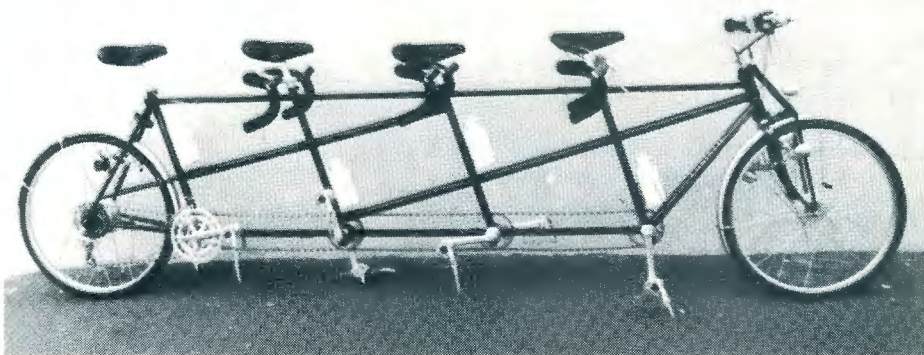
minute sizing on the rear for kids, plumbers nightmares everything imaginable was there and there were many cries of '... my goodness, come and look at this', or '... heavens, can you imagine trying to ride that' or wistful mutterings about saving up for one of those.

There must have been well over 100 bikes there — certainly no two the same — it was absolutely fascinating. The improved weather had raised spirits generally and people were far more chatty on the Sunday — the plentiful food at lunchtime must also have helped.

Several manufacturers had displays although not as many as the previous year — Lancashire is just not so accessible as Kent. Nevertheless it was lovely to be able to participate and I look forward to the day when tandemists in Australia can rally in such large numbers.

Paul and Carolyn Farren.

## 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.

**Winner of The Cairns to Brisbane Courier Mail 'Great Paper Chase.'**

**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.

**The finest touring tandems made to order**

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# The high-tech traveller

**Jenene Porter discovers a high-tech tourer currently travelling around the USA with some very interesting equipment and some amazing stories.**

Put a computer on a bike? American freelance writer Steve Roberts has done just that, and created a new kind of high-tech lifestyle around it.

Steve can be found anywhere in the States tapping out his living in his mobile 'office': tent, bike, woods or beach. All he has to do is hook his lap-size solar-powered Tandy Model 100 computer\* into any public telephone, and he has access to a whole computer network, as well as his manager/editor in his home town, Columbus, Ohio.

Fed up with his sedentary job and suburban home, he has taken to the road on a 22,000 km round trip, on a custom-built recumbent 18-speed Franklin bike.

The bike itself is an interesting piece of technology, designed with aerodynamics and ergonomics in mind. It is fitted with CB radio, halogen headlights, something called a xenon strobe, and two solar panels which provide power for the computer, lights, pager security system and horn. In addition to all that it carries 61 kg of gear as well as its passenger.

The eye-catching bike and fittings provoke some curious reactions, as well as many invitations.

Steve says 'on a bicycle I am non-threatening. Perhaps a harmless eccentric, but certainly trustworthy.' Loneliness, he finds, is tempered by the contacts available on the computer net-

work, where he 'hears' the call 'Hey, wordy! Where U B to-nite?'

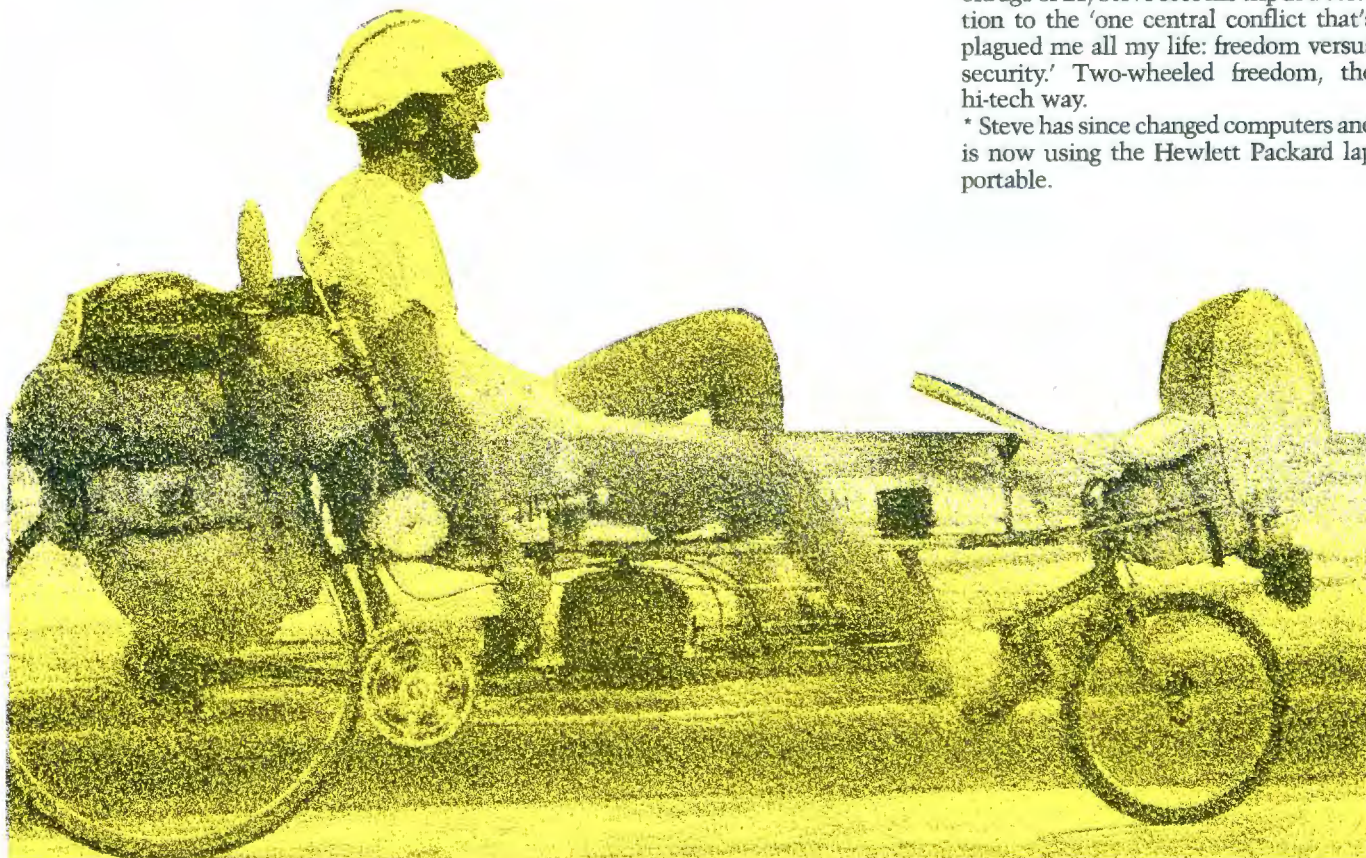
A dusty Ohio farmer, seeing the bike and computer linked to the local pay-phone while Steve squatted over the keyboard in the dust, ventured 'you with NASA?' A gang of convicts on work detail cleaning up an overturned truckload of cakes loaded him up with Sara Lee from their stash in the Maryland woods.

Steve says people are really fascinated 'not so much with the magic of the technology but the fact that someone has actually woven all this into his lifestyle.'

Steve is writing a series of articles for computer magazines and is planning to write a book about his nomad adventures.

A child prodigy on computers who became a corporate consultant at the ripe old age of 21, Steve sees his trip as a solution to the 'one central conflict that's plagued me all my life: freedom versus security.' Two-wheeled freedom, the hi-tech way.

\* Steve has since changed computers and is now using the Hewlett Packard lap portable.





# THE UNION JACK IS BACK.



For the cycling purist, tradition dies hard. And when that tradition is associated with a Raleigh from the Nottingham factory, it never dies.

It is therefore with more than a little pride that Raleigh announce the availability of two British built cycles – the Record Sprint 12 and the Raleigh Team 10.

Each of these superb cycles has been designed and manufactured to the exacting standards for which the British Raleigh has been legend for almost 100 years. The Record Sprint 12 is a super lightweight 12 speed racer featuring high tech Reynolds 501 double butted Cromalloy M aero tubing, whilst the Raleigh Team 10 is a high quality 10 speed racer with lightweight Hi tensile aero tubing and finished in the new Raleigh Team colours.

To celebrate the return of the mighty British built Raleigh, the first 500 purchasers of either the Record Sprint 12 or Raleigh Team 10 will receive a top quality French knit Raleigh cycle/sports shirt (est. retail value \$24.99) absolutely free.

Don't miss out on this strictly limited offer. Check out these super British machines at your bicycle dealer today.

## ***RALEIGH***

**FREE RALEIGH  
TEAM SHIRT  
OFFER!**





# Summer Gift Ideas

**Warren Salomon makes a selection of classy gift ideas friends and family for the summer season.**



## **Play It safe with a safety helmet**

A bicycle safety helmet is a wonderful gift that looks after the future well being of the wearer. Good helmets are available in small sizes for kids (Li'll Bell Shell) adult and kids sizes ( Guardian, the new Bell Biker 2 and Tourlite, and MSR). For the cool headed sports rider the Skid Lid or Bell V1-Pro offers lightweight protection with maximum ventilation. But what ever your preference wear your helmet always you never know when it will be needed.



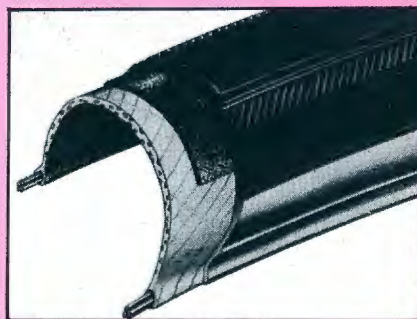
## **Handy gadget**

The best value for your gift buying dollar is a small but extremely useful device called a Blackburn Stop Block. This is a simple wedge made of moulded plastic that fits into your brake lever and immobilizes the front bike wheel. With this little gadget your parking worries are now forgotten. Excellent for loaded touring bikes that want to always roll away when they are parked against a pole.

## **Bullet proof treads**

There is nothing worse than continually having to repair endless punctures. Some relief from this tedium can be had by using the new IRC Durotour tyre. The tyre has a belt of tough Kevlar (the substance they make bullet proof vests from) imbedded

under the tread. This say the manufacturers is enough to repel even the most persistent bits of glass nails and other road junk. Ride easy so they say.



## **No more bruised bums**

If you experience saddle soreness from a long day in the saddle there are a number of new products which will help you put comfort and enjoyment back into your biking.

A woolly seat cover is cool in summer and warm in winter. The cover is made



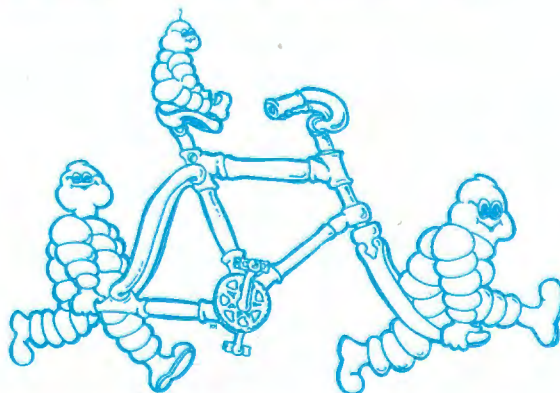
from genuine sheepskin and is fully washable. One solution to the proverbial pain in the bum is to float on air. The Allyn air seat inflates to provide you with genuine air suspension and fits to most saddle types.

The Spenco saddle pad uses a synthetic body fat substance to cushion the pummell of your bum. The saddle pad fits neatly to most saddles and is available in two widths.

## 3rd

## **MICHELIN AUTUMN DAYTOUR**

## **SUNDAY MARCH 31st 1985**



Once again we invite you to Go MAD.

The third annual Michelin Autumn Daytour will again be run in the attractive North East Hill country on the outskirts of Melbourne. Held over a 100 km route (with a shorter option of approx. 45km) it is organised by the Melbourne Bicycle Touring Club. For full details contact (03) 818 4011 BH or (03) 241 4453 AH.



# An Impossible Ride?

## The Impossible Ride by Louise Sutherland reviewed by Michael Burlace.

'It will be quite impossible to do. It's an absolutely crazy idea,' is the start of a marvellous adventure story.

The story is told by Louise Sutherland about her ride along the newly completed Trans-Amazonica, a 4,500 kilometre 'highway' of mostly mud and dust across South America. She was apparently the first person to do the ride and she would let nothing stand in her way, including the person who told her it was impossible, one of the engineers on the road.

He was by no means the only one telling her it was impossible. Sutherland seems to be the only one who believed it possible, let alone worthwhile. But she thrives on adversity, contradiction and apparent danger. The book's jacket makes much of her small size, her age (53), and yet it is just those features combined with her gender in a particularly macho area which help to carry her through. Also helping her along are her indomitable spirit, her smile ('My only weapon.') and her faith in humans and animals. She ended up carrying a machete which was used only when people said she should carry a gun. Then, she would point to the machete

and that would allay some of their fears.

'But being alone you are so very vulnerable,' Mrs Long had said.

'They would never understand that as I was alone this vulnerability was by far my greatest protection, Sutherland said. 'What would I do if I were caught out in the middle of the jungle at night?

Loneliness didn't worry me. I was never lonely while I was cycling. I had my bicycle to talk to. It was at night, or in a strange town where I didn't know anyone that I really felt alone.'

She struck problems with the natives in Britain. All her early touring, including a round the world trip, was done on a Raleigh ladies roadster with a three-speed hub. She approached Raleigh to see if they would supply her with a bicycle. Their reply was that they had 10 to 12 requests a week, so 'No.'

'All along the Trans-Amazon highway?' she queried.

'No, mainly John O'Groats to Lands End, (one end of Britain to the other) but it's all the same,' was the reply.

She eventually lined up some gear from Peugeot which included a five-speed rear derailleur which gave her her first mechanical problems. It was readily fix-

ed by the locals, however, while a hub gear probably wouldn't have been. Her previous odometer broke down after 400 miles and the one on this trip lasted 360 miles so she is suspicious of 'modern' bicycle componentry.

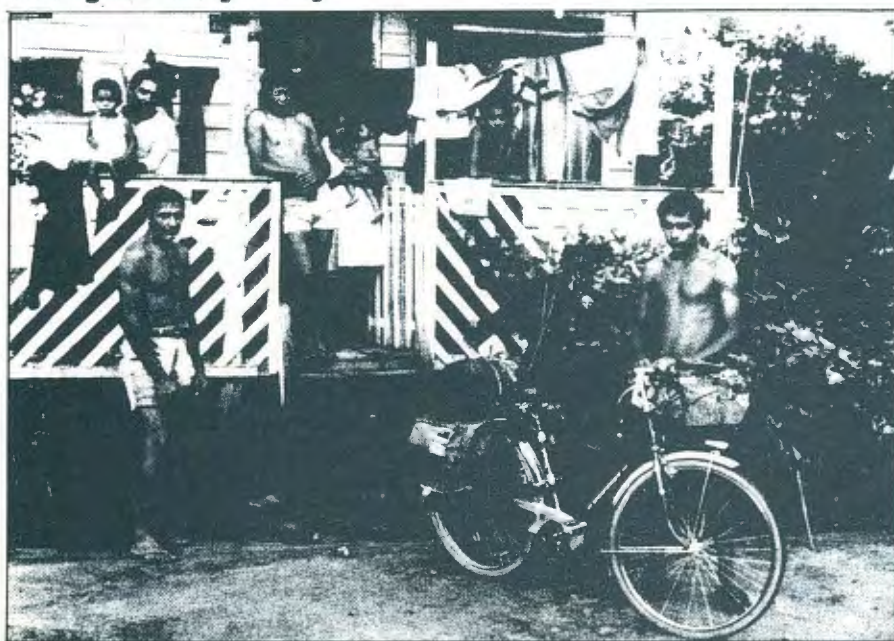
The ride is an epic one, the tale is told in a matter of fact way with little indication of the real struggle to keep the pedals turning for that enormous distance through an area with none of the facilities we are used to in our cosier tours. There is no mucking about in the riding either. She puts the distance behind her and covers a lot more ground than seems possible under some of the conditions she encounters. Despite the fairly dry style of writing, she manages to communicate those emotions of triumph, frustration, joy and despair which seem to populate any long cycle trip.

Through her writing I got a picture of what it could be like to listen to her tell the story. At times she comes across like many of the explorers of the last century with a lot of preconceptions of what life is like and how people are, and this is heightened by her stated inability to learn the language. The lack of language limits her understanding and contact and makes the journey more difficult. But it doesn't stop her seeing what the people's needs are and after her return to the Western world she raised 20,000 pounds sterling in aid to set up a bus travelling the road as a medical clinic.

She is certainly a person for challenges. Not that she sees it that way. Sutherland describes herself as a plain old-fashioned girl and she comes across as uncomplaining - the book is written in a very modest way. There is a delightful irony in this New Zealand nurse being asked to sing at a church service and only coming up with *Waltzing Matilda* which thus becomes her theme song.

I have always found, in every country I have cycled through, that the more primitive the people, the greater their hospitality. I find it is by far the best to go into a strange area willing to accept people on their terms and with an acceptance of their way of life. Not with a 'frightened' attitude or a 'superior' attitude. In most cases they respond with kindness even when I cannot actually communicate with them. I am the stranger, the visitor. It is their homeland.'

**On her travels along the Amazon valley Louise Sutherland stayed in many houses. She experienced great hospitality from the people throughout her journey.**





And then later: 'This, I think is one of the wonderful things about living in the jungle. A party of 25 people can turn up in the middle of the night, totally unexpected, and no one turns a hair. They chatter happily, have some food, or just coffee, and can all be bedded down in their hammocks for sleep. I tried to imagine the kerfuffle there would be if this had happened in someone's home in the civilized world. It made me wonder about what is the true definition of the word 'civilized.'"

The book is hard to put down and as it is only short (111 pages) it takes little time to read. But it is also the sort of book to dip into after it is over, picking up a bit of what she did here and a bit of what she did there. So I find myself re-reading bits every now and then. It is inspiring and makes me want to do the trip. She hardly mentions vehicles except for the ones she has dealings with - carrying her or her bicycle through some particularly muddy stretch or to a mine or settlement off the highway. I was left wondering whether there were more vehicles which were not mentioned. Similarly with settlements, it seems the ones mentioned are the only ones, but perhaps others are there but not discussed. There are other gaps in the text because of her spartan writing style.

This is the tale, briefly told, of how she did it. It is not a description of how anyone else might do it in her wake. The traffic volumes ranged from a truck every two days on her favourite stretch to 300 a day on a very corrugated section covered in thick powdery dust which soon covered and choked her. On this latter section she saw lots of animals dead on the side of the road. Despite jaguars (the sort with leather legas as well as seats), marauding insects, rats and various humans she covers almost

**The diminutive author pictured prior to a TV interview in Port Velho.**



4500km with only 130 to go and finds she is stuck - literally. The mud brings her to a depressed halt, and she makes plans to fly out. But her incredible drive has her on the road again as soon as it is dry and she pushes and pedals on again.

Does she make it? Well, it won't give away the plot to say 'Yes.' As she flew out, she said 'au revoir', rather than goodbye, planning to return.

'Yes I was frightened sometimes. There were too many people telling me I couldn't do it. What had started as a challenge had finished as a love affair. The journey had proved to be physically possible but the jungle had conquered my

heart.' After the trip a septic ankle and cracked ribs healed, but she started going blind. After operations on both eyes and special contact lenses, she can sort of see and is hoping her sight will stabilise enough to allow her to start cycling again. Whether it will allow her to return is another question.

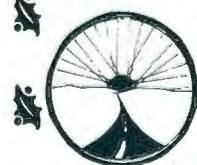
In short, the book is delightful, inspiring, fascinating, and to say the least, unusual in topic and style.

The book is available from Australian Cycle Trails Mail Order, PO Box 57, Broadway 2007 for \$11.65 including postage or by calling into Australian Cycle Trails in room 9, ground floor, Trades Hall, corner of Dixon and Goulburn streets, Sydney, (02) 264 2521. The book costs \$10.05 over the counter.



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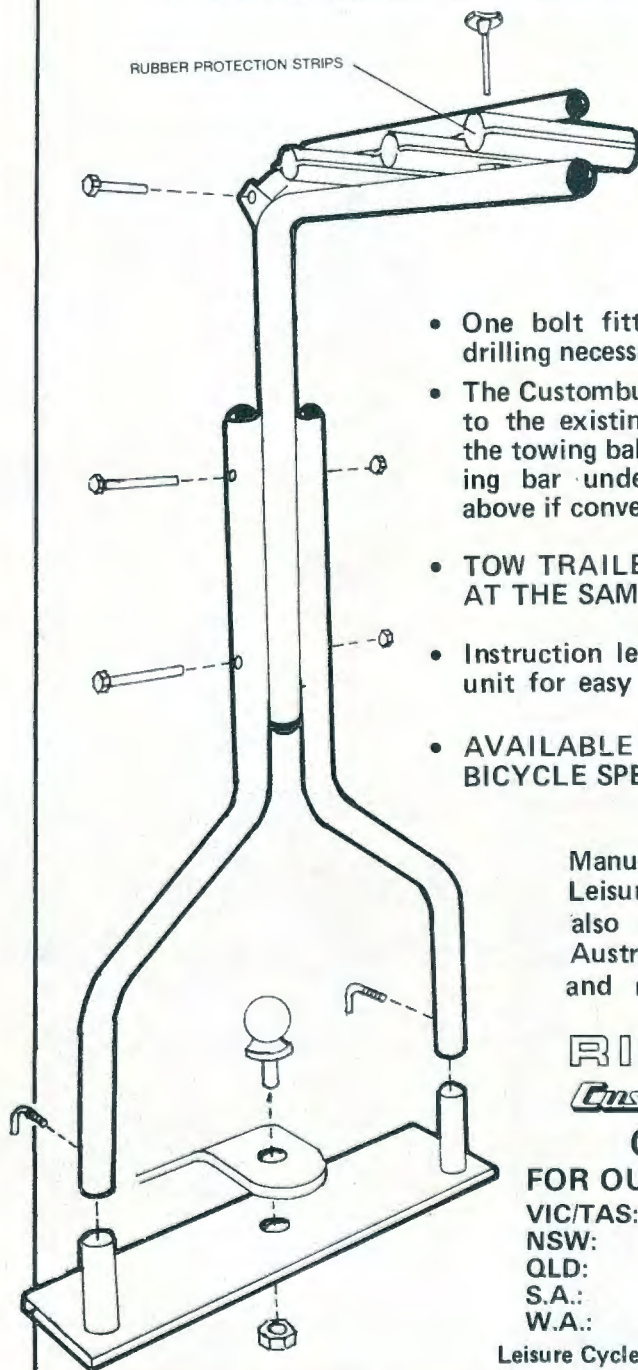
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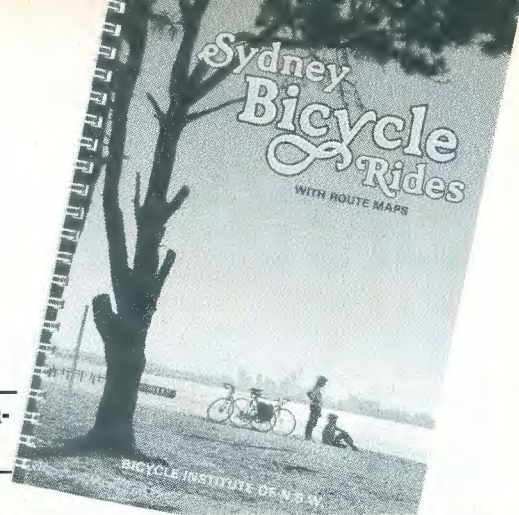
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# Discovering Sydney



**Sydney Bicycle Rides with route maps, published by the Bicycle Institute of NSW, reviewed by Michael Burlace.**

How often have we heard the cry, 'What this country needs is a book of rides to get people using their bikes'? It seems to be a very common statement, yet very little has been done about it. There are very few guides to where to ride your bike in Australia. There are the Melbourne to Sydney and Sydney to Brisbane cycle trails, the guides to the Blue Mountains, Forty Rides Around

Canberra, Ray Peace's two books and a few others.

For Sydney cyclists there is now a guide to 22 one-day rides around their beautiful city. They range from gentle to medium, are well set out and beautifully presented.

The maps are clear, the text is simple and has occasional bits of humour, the cartoons are superb. Naturally they

catch the eye on the first skimming of the book, but they don't lose their appeal with time either. They are by Phil Somerville who is well known to Freewheeling readers and they range from the light to the scathing, but are always humorous.

The book is just what cyclists have been wanting to help get their friends on-to bikes gently. It is attractively packaged, gives all the necessary info and hints at some extensions and variations to some of the tours. It is easy to read, the maps give the route information, though on some trips it is in the text as well. There are some nice touches in the writing. Most of the descriptions open up options rather than prescribing fixed rides.

This book is the result of more than two years work, mostly by volunteers. The project was funded by the NSW State Bicycle Advisory Committee. It starts off with the easy rides and works its way up to medium and there is a nice geographical spread to the rides.

A couple of minor criticisms relate to the maps - the tip is missing from the north arrow and as an 'N' is the same either way up it can be confusing. The only other criticism is that there is no key for the maps so it is a little confusing to find arrows which indicate a steep hill in the middle of a map if you have never seen this system. It is something known to cyclists who have used maps produced for cyclists, but not to others. The system is by no means universal on maps for cyclists.

At \$4.95 the book is incredibly cheap and will sell out very quickly. Because it is so attractively put together, the book is worth owning even if most of your riding is done in the comfort of your armchair, too. Or, for that matter even if you don't live in Sydney - the book is apparently selling well in the Canberra area.

Overall the book is excellent in concept, the way it has been produced and its visual and cycling appeal. Be quick if you want a copy. The print run is small - only 5000 copies, so it will sell out in no time, particularly with Christmas coming up.

8

**Distance:** 10 kilometres  
**Starting and Finishing Point:**  
Manly Wharf - regular ferries  
from Circular Quay

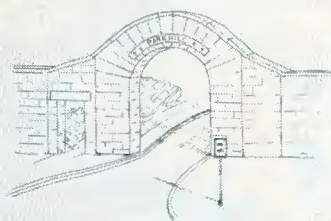
A short ride to a superb view. North Head is now part of the Sydney Harbour National Park. From the top, 70 metres above the pounding waves, you can see out over the Tasman Sea, and across the Harbour to South Head, the eastern suburbs and the city. It is the best place to watch the start of the Sydney to Hobart Yacht Race (your

bicycle is the only kind of vehicle allowed up there on that day), and an excellent place to watch the sunrise - midwinter, midsummer or anytime in between.

From Manly Wharf, walk to the Corso. This is a pedestrian boulevard and the centre of Manly. At the beach end of the Corso turn right into South Steyne. At the end of South Steyne there is a path that follows the water around past Fairy Bower to Shelley Beach. Come back then to Ashburner Street, then turn left into Darley Road. This part is pretty steep so don't feel

bad about getting off and walking. On your left is the sandstone edifice of St. Patrick's College, Sydney's Catholic seminary. Go through the old stone gateway, past the former Quarantine Station and you are in the Park. The heathland, which had become degraded, is gradually being restored to its natural state by the Park Service, and anti-erosion measures are being carried out. Around the cliff faces you can pick out some of the old wartime sentry boxes. It is lonely and desolate up here, the wind is in your hair and somehow you feel you are a long way from the city which you can see across the harbour.

On your way back, take the road down to Collins Beach. A short track at the end of the road takes you around to the beach, a beautiful, secluded little cove with a back-drop of cliffs and a stream running across the sand. Captain Phillip was speared here in 1790 and a small monument records the event. From Collins Beach you have to climb back up to the North Head Road to get back to Manly. Oh well, you'll just enjoy that plunge into the surf even more.



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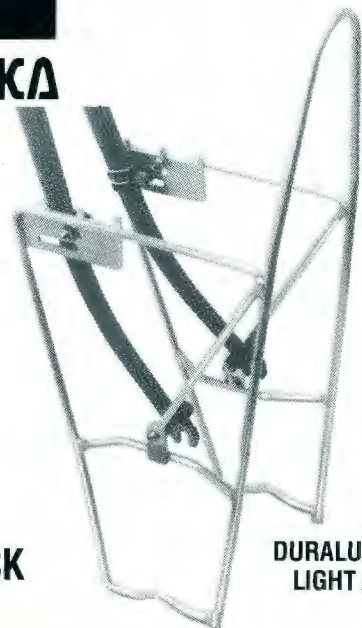
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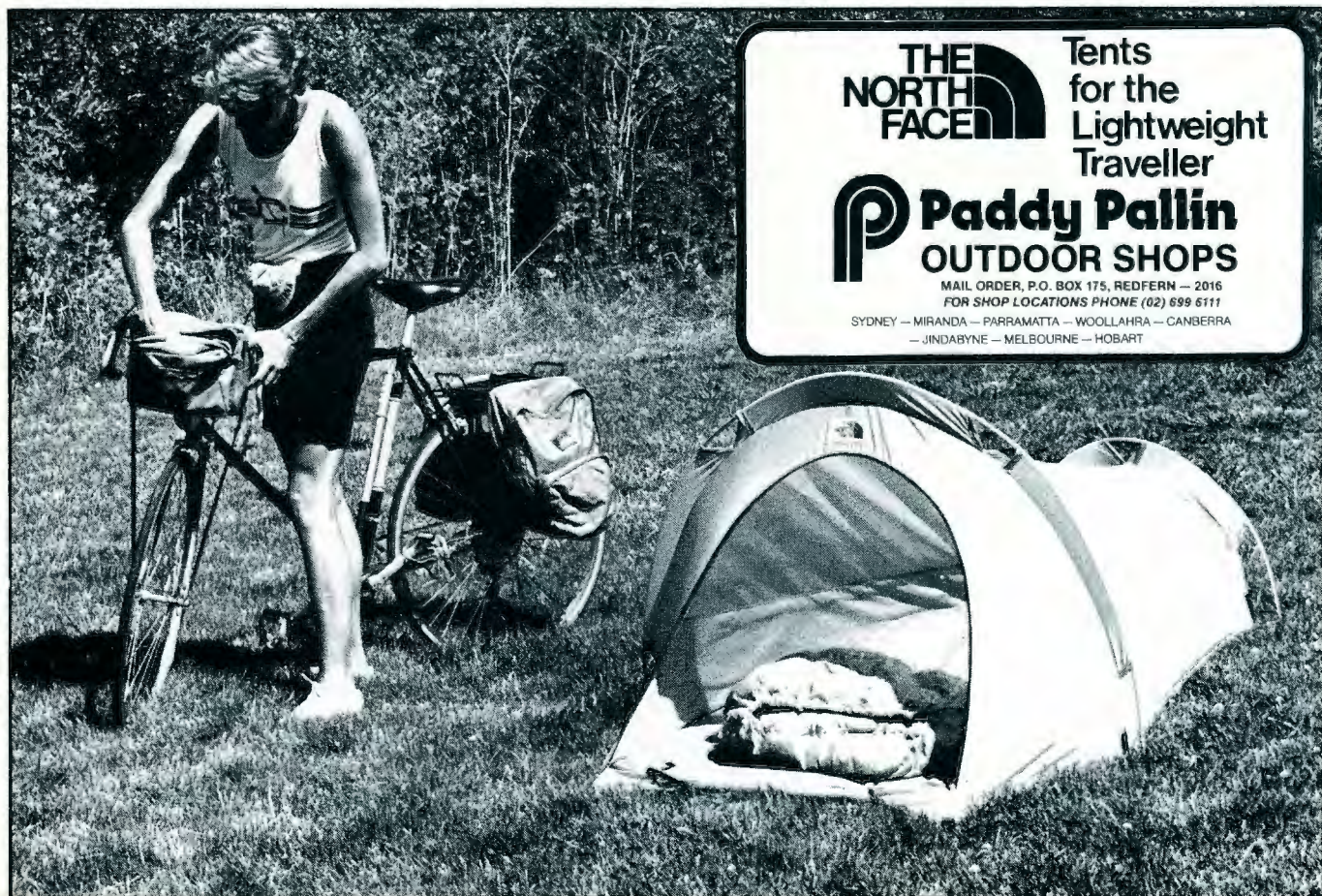
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1984  
**REPCO**  
Freewheeling to the 'gong

What propels every one on through out the day? In the afternoon its the exhilaration of the sea air and the spectacular Illawarra coastline. Even the London to Brighton Ride can not offer its riders such a visual treat.

**Overleaf:** Part of the gathering of the riders at Belmore Park. Here the Lord Mayor Doug Sutherland sent the riders off on their journey. The morning was overcast with a little light rain to dampen saddles before setting out.

# sydney to the 'Gong

This years Repco Freewheeling Sydney to the 'Gong riders started off with wet feet but easily made the 85 kilometres to the city of steel. For the first time we present a record of the day in colour. Words are by Robyn Robinson who with her family rode to the 'Gong on Australia's big bicycle day ride. Pictures are by Ric Bolzan, Nigel Jenkins and Max Norden.















**Above left: The winners of the team prize this year put in a fantastic effort with these handy skinsuits made especially made for the occasion. The professional team winners were the crew from Woolys Wheels. Two sections were created this year and safety helmets awarded to both lots of winners. Above right: This One of the**

**rides organizers, Nigel Jenkins, says that you couldn't find a nicer place to fix your tyre.**

**This years ride witnessed an epidemic of punctures and various other tyre ailments. Many riders picked up glass leaving Sydney while others with low tyre pressures succumbed to the rocks of Lady Carrington Drive.**



**Below: After a long day in the saddle its good to relax with friends and watch to world pass by. This year the State Rail Authority moved the majority of riders and their bikes back home to Sydney proving that bikes and trains and people are a good combination. Congratulations to the State Rail Authority on a job well done.**





**by Robin Robertson**

We cheated. We joined the ride at Sutherland Station instead of Belmore Park in the city. But, we were punished for it. As we unloaded our bikes from the car, it started to rain. It poured steadily down as we cycled towards the Royal National Park. It was cold too . . . well, at least my sun hat kept the rain out of my eyes.

We saw other cyclists on the road. They looked very professional, with their helmets, smash-proof glasses and skin-tight cycling pants. I wore my gardening shorts and my hat had crossed tennis racquets embroidered on it.

We started the downhill descent to Audley, and I squeezed my hand brakes to slow me down. As I kept squeezing, my hands started to hurt. I found that if I stopped squeezing, I sped up to 200 kph, or that's how it felt.

At Audley, the rain stopped, and we found the morning tea stall. They served lemon herb tea, ordinary tea, coffee plus huge hunks of cake. There is nothing delicate about the appetite of a cyclist.

People milled around the stall. Many appeared to be part of a team, and wore identical tee-shirts. Two people, riding a tandem, were dressed as twins. Even their tans matched.

A group of men and women wore skin-hugging, all-in-one cycle outfits, with low cut backs for optimum sun-tan. These outfits were cleverly decorated. With material of a contrasting colour, shapes of hands had been cut out and sewn, with fingers outspread, onto the rump area of the outfit. This was best seen from the rear, when the cyclists were pedalling uphill, and the hands pumped up and down in the same rhythm.

After morning tea, we cycled along Lady Carrington Drive. The trees were a cool canopy, and I saw the occasional rosella. The road surface was dirt and stones, and my bike shook so much, my morror fell off.

After a while, I realised I was dawdling. People kept passing me. I was cycling on the hump of the road because it seemed to have fewer potholes, but that was also the right-hand side of the road. This confused people who wanted to pass me, according to the road rules, on the right, and there was usually a tree fern in their way. I either had to speed up, or move over into the hollow of the road, along with the puddles, sand fill and dead branches.

After a few kilometres of this shuddering, shattering cycling, my arms started to tingle and itch. No doubt my muscles were being shaken loose



**Competition in the professional class of the Team Competition was particularly fierce this year. The eventual runners up were the Freewheeling super hero team consisting of (L to R) Super Chicken (who was almost broiled in his own juices by pedalling fifty of the eighty five kilometres in a very hot costume; Robin; Batman and the Phantom - Ghost who rides (and doesn't walk).**



**Part of the cheerful Ozbike morning tea catering crew who dispensed over 1700 cyclist size servings of tea coffee and fruit cake on this years Repco Freewheeling Sydney to the 'Gong Ride. The cake incidentally was home made for the occasion.**



**Repco Cycle Company employees who rode in the Sydney to the 'Gong Ride 1984 L-R: Mark Robertson (Sydney Branch), Darryl Mather (Qld Branch Manager), Peter Gow (NSW Branch Manager), Frank Nachtigal (Sales Manager), Bob Berridge (Brisbane), Dennis Moore (Sydney), Geoffrey Coleman (Sydney)**



from my skeleton. But, I bravely carried on for the remaining seven kilometres of rough road, telling myself that people were tougher than cycle mirrors.

At the top of Lady Carrington Hill, my family waited for me. 'Where have you been?' they demanded. 'We've been waiting 20 minutes!' I sat down to rest. They stood up. 'Come on. Let's go!'

The next stop was Red Cedar Flat. When I arrived, my family had already eaten lunch, and were ready to move on. Nevertheless, I sat down and ate my sandwich — it would be one less thing to carry up Otford Hill.

Off we went again. My family disappeared over the next hill, and I

was left to contemplate the serene silence of cycling through bushland. As I laboured up Otford Hill, I passed two cyclists. Finding someone slower than me was a momentous occasion, until I noticed their bikes had no gears.

Up Otford Hill. I did it without stopping, but I had to continuously tell myself that cycling was fun fun fun. At the top, the breeze was brisk, and hang gliders hung in the wind over the ocean.

My family were waiting for me. They left when they saw I'd survived the hill. I sat alone on the grass to rest . . . the family that cycles together doesn't necessarily stay together.

Another cyclist sat beside me.

'How do you get rid of leeches?' he asked. There was a leech attached to his ankle, on the outside of his sock. How did it get there? Did it leap on as he cycled past? I suggested salt, but he didn't have any on him. Matches? Perhaps a hang glider, some of whom were picnicing on the grass, had some. If they were smokers . . . cyclists, of course, don't smoke.

I went on, not wishing to see a singing leech, or the cyclist's socks on fire. After Otford Hill, there were higher and steeper hills. I'd climb to the top of one hill, and find another. But, the down had to come, and when it did, it was as steep as a slippery slide. As I whizzed down, there was a cliff edge on one side of me, a line of passing cars on the other, and my aching brake hands in the middle. And, my ears clicked.

At the bottom was Stanwell Park. Then the road followed the coast. Up. Down. Up. Down. Hill after hill. Little hills for a car. Big hills for a bike. I was hot, tired and every hill had been placed there only to inconvenience me.

I was concentrating so hard on going forward, or, in most cases, up, I missed the ocean views. At one point, I saw a sign saying 'Watch out for falling rocks'. It gave no instructions about what to do if I saw one . . . jump off the cliff, which formed the edge of the road? Throw myself into the window of a passing car?

I pedalled on. Past Clifton. Past Scarborough — the station sign had the 'S' broken off. Past a cemetery. I peered in the gate, with some envy. The people in there were having a rest. Near the gate was a sign: 'Independents'. That, I knew, was where they buried dead cyclists. Past a pub — the cyclists with the extra hands had stopped there for refreshment. The locals seemed delighted.

To Austimer, and the official afternoon break. My family were sitting in the park. However, they were showing signs of exhaustion. They didn't jump up when I arrived. They just seemed surprised.

I don't remember much about the last seventeen kilometres, except it was flat. Never had a flat landscape seemed so beautiful. And, when I reached the Flagstaff Point Lighthouse at Wollongong, it was beautiful too. Not for itself. But, because I had arrived at my final destination, and I could now get off my bike.

Hundreds of other cyclists had arrived before me, and as we sat on the grass near the lighthouse, we shared that special feeling of achievement. We had cycled to Wollongong. And why? Because it was there. That's all.

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# Ride to Roxby Downs

The recent history of long distance bike rides in Australia owes much to the anti-uranium protest movement. Between 1975 and 1977 some four thousand young people pedalled their machines as a form of protest from the coastal cities to the national capital at Canberra.

To show that the pedal or perish spirit is not drowned in the apathy of the eighties an intrepid group of pedallers rode to join the recent blockade of the Roxby Downs uranium mine in the deserts of South Australia:

**Meredith Brownhill describes the 500 km trip made by bicycle-riding protesters from Broken Hill through Port Augusta and Woomera to Roxby Downs in August, 1984.**

Having decided to participate in the Roxby Downs Uranium Mine Blockade the thought of a bicycle ride instantly occurred. A bicycle ride seemed an excellent way to publicize the cheap, energy efficient and non-polluting aspects of cycling. The social contact with local people that occurs when cycling seemed an excellent opportunity to talk about the dangers of uranium mining, the nuclear fuel cycle and the nuclear arms race. And besides, cycling is fun.

Filled with enthusiasm and excitement I found another like minded cyclist, Anarchist John, and in time

we found others and planned our bike ride and actions at the blockade.

Before the ride, some of us attended weekend training workshops in non-violent, civil disobedience. It was a worthwhile experience where bonds of trust and caring were established that would give us strength and solidarity. Skills were also acquired in decision-making procedures which gave me hope that, at last, there were alternatives to boring meetings.

The nine of us who rode together had a couple of workshops preparing our bikes for the task ahead. Our enthusiasm soared — and the equip-

ment on our bikes increased! It was worth it. With a 25 kilo bag of rice, some spare parts and John's household car for our support vehicle we were set to go.

Immediately before our ride we held a protest ride in Sydney and camped overnight at Lucas Heights to publicise the Roxby ride and the uranium gas leakage which had just occurred.

Sunday, 19th August was the official start of the blockade. At Central Railway there was pandemonium as 37 Roxby activists boarded the Indian-Pacific. There were other bikes being taken to Roxby besides ours. The platform was piled high with bikes, banners, tents, shovels, boxes of food, woks, sunhats and guitars.

We were met in Broken Hill by John, our fellow cyclist and support-vehicle driver. It was cold and raining — no one cared much at this stage as we were filled with excited expectancy about our ride ahead. With the other Roxby activists who were continuing by train to Port Augusta, we sang songs, said fond farewells and held up our 'Pedal for Peace' banner as the train moved past.

This, the first stage of our ride was the hardest as we cycled west, straight into the dreaded westerly winds. Alfred, a long-time intrepid tourer, was the only person to enjoy what he called a challenge! For the rest of us it was hard going.

For me, a slow rider at any time, the head winds made the journey physically very difficult and demoralising. We seemed to move so slowly across the almost flat, open salt-bush plains, a bend in the road became a longed-for goal, as did the car with John standing there offering sustenance.

However, there were moments of enjoyment in the early mornings and evenings when the wind dropped and all was calm. Having travelled through this country by car, I discovered a new beauty in the vastness of the plains and sky. The drought had broken and Salvation Jane, saltbush and grasses grew thickly on the red earth.

On the first night we established some common agreements about cooking, rest stops etc. We also agreed not to graffiti buildings in town and to establish as much friendly contact as possible with local people. So we kept graffiti for the highways and billboards. We also agreed to stick together in towns in case we were attacked for being 'greenies'.

In our second day's cycling, motorists began to stop and tell us of another cyclist who was trying to catch us. It was Phillip, who had been



**On site repairs to the riders clothing was performed by this ingenious pedal powered sewing machine.**



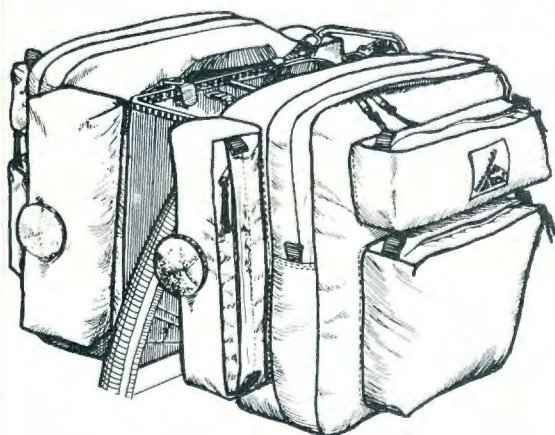


**At times the ride resembled a travelling carnival. Here the riders meet up with their vehicle support crews for a chat and a welcome breather from the heat and head winds.**

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to the mountain bike trial en route — John drove back and gave him a lift so we could all be together.

The towns we drove through consisted of petrol station, pub and shop, and even there we found a few supporters for our ride. The publican of the Olary pub used to work at the Radium Hill uranium mines and told us many of his work mates were dead. Indeed, the Registrar of Deaths shows that 40% of those who worked underground at Radium Hill have died from cancer.

We rode on through Yunta, Oodlawirra and Peterborough, through headwinds, torrential rains and a hailstorm.

We made it to Wilmington which is sheltered by the Mt. Remarkable Ranges, and made camp in Debbie's favourite spot, an old river bed with gum trees and celebrated her 21st birthday. An assortment of bongo drums, whistles, cowbells and a lager-phone appeared. Wil played his recorder and we all drank a lot of port around the camp fire that night.

Next morning up the road came more bicycles with flags flying in the breeze, a tandem towing a trailer with a child in it, and a very old green bus with yet more bicycles stashed on top and behind. We were now 25 cyclists and a child.

We learned from the Adelaide cyclists that they too had been riding through wind and rain, and on muddy roads. They had spent time in Port Pirie and erected a sign at the tailings dam indicating its hazards. This 'dam' was a children's playground until 1978 when it was fenced off. The tailings have been eroded by wind and in 1981 high tides caused a breach in the dam.

Our first night with the Adelaide riders, and our last shower, was just south of Port Augusta. We had to camp at Stirling North because the campsites at Pt. Augusta would not accept us on political grounds. It was here that motorists began to throw objects and to yell abuse at us as they roared past. We were not surprised by this hostility as this mining/industrial area has been affected with rising unemployment.

Once out of Port Augusta and pedalling north, the countryside changed to light scrub with brightly coloured wildflowers growing. It flew past as we cycled along and indulged ourselves in trick riding. Martin had an unfortunate series of punctures — remedied by a new Cheng Shing tyre. And Ian and Louise powered along on



the tandem, sometimes singing whilst Sassa in the trailer passed food supplies to them. Someone always rode behind the trailer to protect Sassa from passing cars.

On our ninth day on the road we had 90 km to go to reach Narrungar, U.S. military communications base, by mid-afternoon. Helen, who deserves a special mention for pedalling a women's single speed bike with an 84 inch gear ratio all the way from Adelaide, set off early. Battered old bikes arrived at Roxby just as well as any of the well-equipped touring bikes from Sydney. Bicycles are marvellous and never to be underestimated!

The "Star" police force (specially trained and named for the blockade) came to meet us on motor bikes, and the unmarked police car that had tailed the Adelaide bikes all the way passed us.

Shady sun hats appeared on heads as we cycled up one of the few hills on the ride, and climbed up onto a plateau. It was a strange and fascinating landscape. Salt lakes could be seen glimmering at the base of the plateau cliffs — almost like looking at the ocean. There were no trees, no scrub, just very prickly ground cover and lots of blue sky.



**The author battles the head winds on the way to Roxby. The countryside shown here is typical of the terrain encountered on most of the journey.**

We stopped to rest and plan our entrance to the base.

Our imaginations and activist ambitions soared as we saw ourselves cycling straight past the police, who couldn't catch us on our bikes, into a top security base. Road barriers would cease to be an obstacle as we'd ride around them and go across-country.

There would be no stopping us now that bicycles had become new tactical vehicles in the struggle against U.S. nuclear proliferation.

We saw the top of the dome-shaped tracking station shining in the valley as we approached, then we saw the "all clear" signal from our 50 or so supporters. Excitement and tension

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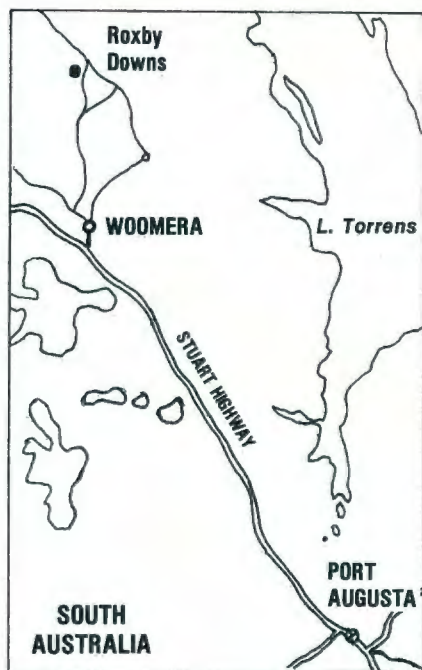


mounted as we gathered speed and turned the corner, cycling through a cheering crowd. We flashed past the first sign saying "No entry . . . seven years in gaol". There were still no police in sight, so we thought "great — let's go for it." And we did. Over the grid, past another sign, past another cheering group and then down the hill to the base. All too soon a white barrier, cement-filled drums and the Star Police Force loomed up in front of us. Worse, there was no way around as they'd dug a trench. End of fantasy!

Before we left for Roxby next morning John planted a date palm and laid a stone next to it with the date and our cyclist logo painted on it. We also erected a sign on the Stuart Highway saying "Narrungar: Nuclear Target", but it didn't stay up for very long.

Stefan and David couldn't wait so they rode on ahead. The rest of us had lunch in Woomera, a strange town with a park full of aeroplanes and weapons. This glorification of war was more than we could bear.

We now had 80 kms of dirt road left to cycle — we were almost there. The sun was getting hot and the tail wind had long gone as we rode into sand dunes. The rolling sand dunes have small scrubby trees growing on them and in between the dunes, which run



east-west across the centre of Australia, there are often claypans and stony flat ground that have very prickly grass and thorns galore. Many of the claypans are sacred to the Kokotha Aborigines.

Our last morning's ride was hot, dusty and windy with the road rolling

up and down over the sand dunes. The Star Force motorcycles passed us yet again. With great enthusiasm 21 bicycles and a tandem with the trailer headed for Roxby. A police helicopter flew over, circled and flew away. I had to laugh — were we really such a threat?

Great joy, there was the camp with people welcoming us. We soon arrived at the main gate in style, taking up the whole road. The scene looked familiar with the police and drums of cement. People were singing and drums were playing and we were at Roxby — we'd made it.

First Rob, then Martin and Manfred disappeared with a police escort. Then it was my turn to be arrested. I still had my foot in the toe clip, so sooner than drag me off the bike two police officers wheeled me through the gate and to the paddy wagon. I felt I was arrested in the best possible manner — on my bicycle, so for me it was all worthwhile.

Twelve cyclists were arrested with 50 other blockaders who came onto the road to support us. We were all charged with loitering. Most of us pleaded guilty, made a statement about uranium mining in court and were duly fined \$25.

I felt as if I was passing through a time warp as we were driven straight back to Woomera Police Station. The police were accommodating and gave us vegetarian salad sandwiches for tea. As we were starving everyone decided that the cyclists deserved an extra sandwich — that made 3 each. Minutes later, we were all curled up together for warmth under shared blankets and fast asleep on the floor of the cell. I dimly recall hearing voices amusedly saying "gee, look at the cyclists, they're all asleep" . . . no wonder. At 1.30am we were awoken and taken into court.

At 6am the 12 of us retrieved our dusty bicycles from the mine security guards. All the flags had been broken and removed from the Adelaide bikes, and the panniers of some had been searched.

We continued to stay together at Roxby as an affinity group and built a beautiful camp site for ourselves, bicycles forming part of the wind-break. The uses of bicycles at Roxby were endless: one powered a sewing machine to make banners, others charged batteries by running Sanyo dynapower generators when cycling or by wind power at night to provide light.

We felt that not only had we made a valuable contribution to the Roxby blockade, but we had really demonstrated a practical and alternative energy source.

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# Rambling



by Michael Burlace

Marie Stopes was the first 'sex expert' in modern Britain to whom people wrote about sexual problems. She also opened Britain's first birth control clinic in 1923 and published a book called *Married Love* in 1918. The following extract from a letter to Stopes was passed to me by Wendy Davies after reading my item last issue about the liberating effect of the bicycle on young women. September 23, 1919, Galway, Ireland: The Reverend SB to Marie Stopes - 'I have been struck by watching girls in London outskirts riding cycles, you did not refer to this in your book - they elevated the peak of the cycle saddle and put it too high, in riding, it necessitated an overstretch of the leg at each downward stroke of the pedal, which rubbed the peak of the saddle where it should not be, those girls were always inclined to be fast....'

Touring cyclists usually have large toilet rolls in their bathrooms rather than small ones. The end of the roll with the last hundred or so squares gets popped into a plastic bag and taken off to visit the more scenic parts of the country - anything to save weight. That's what's known as the butt end of the toilet roll.

'Pick a plank!' is the cry often heard from training or racing cyclists encountering what touring cyclists more often seem to call a bike-eating bridge. These longitudinally-planked bridges are rapidly being replaced by concrete ones, but there are thousands left. Most people who have difficulty riding them find that it becomes possible once they get their eyes raised to a more normal position. The problem is usually that they are focusing on the bridge just in front of their tire. Just as we focus on a ball to hit it, if we focus on a gap it's easy to go straight into it. Keeping the eyes higher and looking two to ten metres ahead usually solves most of the problem. Of course, convincing people to look somewhere other than where they think the problem is can be difficult.

The Caltex Great Victorian Bike Ride takes place as this issue is on its way to you and looks like being the greatest locust plague in some years. The chocolate and ice cream concessions would be worth a fortune. At the time of writing there were 2086 hungry cyclists preparing to hit the tarmac on election day to celebrate 150 years of European settlement of Victoria and several years of work by a small team of dedicated people.

Two people deserve particular credit for the idea. They are Anna (Erben) Lannigan who conceived the idea several years ago, and Ron Shepherd who kept the idea alive for the past few years despite a lot of delays and problems in the powers that be. Ron also helped it change from a ten-week circuit of the state to a manageable and achievable nine-day event. There is no doubt that this will be an introduction to touring for a lot of people who would not otherwise take their bikes out of the city. If it achieved nothing else, the ride

would be a success. I suspect it will achieve a lot more.

There are some things which give a great deal of pleasure and make cycling safer, more comfortable and easier. For me, the use of what are known as north roads - flat handlebars with full returns (they point back rather than out to the sides) has made a big difference. After two years of using the north roads I fitted thumbshifter gear levers. After two years of using thumbshifters I am still delighted with the improved comfort and control. Now I can steer, hang on, brake and change gears at once - something I don't have to do often, but it does happen on the odd descent on a rough dirt road. In other riding I often brake and change gear simultaneously. The thumbshifters also make it easier to make those small changes needed after moving one lever and having it affect the alignment of the other derailleur.



Tyres need valve caps. they keep the dust out and believe it or not, can keep the air in. With some valves, particularly car (Schrader) valves the centrifugal force can help to let air out of tyres. It is only likely to happen at high speed, but the cap can maintain the same pressure on each side of the valve and reduce your air loss if the force isn't with you.

Good news for people planning a trip to Tasmania. The old Empress of Australia looks like she will abdicate in favour of Nils Holgersson. The new ship, according to the Tasmanian tourism people, offers better facilities and a much greater passenger capacity which will allow more people to get a trip at the last minute.





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## Australia's only all-terrain bike club held its first big race. The *Freewheeling* Fat Tyre Fanatic sent this report.

The inaugural 1984 Repco Fat Tyre Classic was held on Sunday November 11th in and around the Kinglake State Forest near Kinglake Central, Victoria. It was organised by the Fat Tyre Flyers Club, which is the only mountain bike club in Australia.

The country around Kinglake is scenically attractive and there are many tracks of varying degrees of difficulty. The tour of Kinglake offers accommodation and other necessities.

The course for the event was set to include as much varied terrain as possible. Starting and finishing at the Kinglake Central Hall meant that there was a long flat section of sealed road at the beginning of the race giving an exciting and very fast start. Riders, however, found that this last section was exhausting at the end of the race as it gradually climbed uphill.

The competitors were divided into time categories by their own nomination. Those in the expert category raced about 45 km starting at 600 m above sea level and descending to 340 m and up again twice. Excursions were also made into the bush for the 'rough stuff'.

The maximum grades in the expert course were roughly 35 degrees on descent and 30 degrees on ascent. Though mainly on vehicular tracks the experts had to contend with some sections that would challenge the most enthusiastic four-wheeled driver.



**Equal first place went to Eric Stone of the Hillman Team. Eric, a former UK cyclocross champ, rode the grueling course on a specially built bicycle. The machine was constructed of Reynolds 531 tubing and has a wheel base of 990 mm. This lightweight machine was equipped with Dia Compe cantilevers, Mavic GP 4 rims fitted with Michelin cyclo cross tyres and Sun Tour sealed bearing hubs.**





**Amazing scenes from the Repco Fat Tyre Classic. Mud was part of the occasion. This rider artfully skirts a large puddle on the rough course.**

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The novice course was tamer all round, being about 35 km long and making the descent to 340 m only once. All obstacles that would have been dangerous to speeding maniacs were removed in a successful attempt to keep the road toll down.

The riders seemed to enjoy both courses. The experts were tired, but could still manage the hour-long drive back to Melbourne. The only complaint about the novice track was that it wasn't 'off-road' enough, but this was a conscious decision on the part of the organisers. As this was the first event of its type, no-one really knew what to expect or at what level the competition would be.

Some confusion resulted from inadequate marking of the expert excursions. The committee, in consultation with the riders, decided to split the first and second prizes between the two competitors first over the line in the expert section: Eric Stone and Jamie Hales.

Confusion over markings in the under-16 division also resulted in equal first going to Jamie Kibble and Tarquin Bradley.

Most of the competitions were on mountain bikes, except for a few road bikes on the novice course, and Eric Stone's cyclocross bike. The closeness in time between Eric and Jamie has led to much speculation on the future of further competition between cyclo cross bikes and mountain bikes.

There were no main equipment failures. All bikes, however, were scrutinised before the race. All riders also had to conform to safety precautions such as helmets.

Thanks must be extended to the sponsors, Repco Cycles, without whose financial support the 1984 Fat Tyre Classic would never have been more than a dream, and to all the entrants who participated. Rather than list particular people, the credit for the organisational successes and failures must go to the members of the Fat Tyre Flyers Club.

### **Official Results 1984 Fat Tyre Classic**

#### **Expert Category**

Equal 1st	Eric Stone	1.45.15
Equal 1st	Jamie Hales	1.55.03
3rd	Nick O'Brien	1.58.00
4th	Richard King	1.59.34
5th	Dave Cooper	2.01.08

#### **Novice Category**

1st	Ewen Gellie	1.11.50
2nd	Jamie Walsh	1.22.38
3rd	Tim Lowe	1.22.53
4th	Ray Lawn	1.23.44
5th	Terry Hales	1.24.45

#### **Women Novice Category**

1st	Wendy Orams	1.41.01
2nd	Jeanette Cartledge	1.42.18
3rd	Suzie Nachtigal	2.04.18

#### **Under 16 Expert Category**

Equal 1st	Jamie Kibel	2.15.28
Equal 1st	Tarquin Bradley	2.24.49



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# Sore bottoms a thing of the past?

Heather Nesbitt reviews a new range of sports medicine products from the USA

## Reviewed by Heather Nesbitt

This recently-released range of sports medicine products, I'm certain, will make cycling physically safer and infinitely more pleasurable (is that possible?). Probably the most useful is the Spenco Saddle Pad which the brochure describes as "made of lifelike elastomer" and to the layperson, feels almost like human tissue. It's soft, flexible, firm and really... interesting to touch. In fact, you may think it a little strange, but I've been touching, squeezing and feeling this saddle pad all week! Sitting on it is even more exciting! If your backside is like mine (but let's hope not!) saddle soreness is a real problem, especially on long tours, as the pelvic

**The Spenco gloves. Insert shows the synthetic 'body fat' that is at the seat of Spenco's success in the USA.**



bones are poorly protected from the "bumps and grinds" of the road. The Spenco Saddle Pad is designed to absorb pressure and shocks which lead to soreness and numbness and have been successfully tested by riders in the 1983 3200 mile Ride Across America. If you can survive that event without saddle soreness, it has to be a winner.

Tested in our recent humid weather, the saddle even survived the great Aussie ailment — heat rash and chaffing. Covered with weather-proof polypropylene, which draws moisture away from the body without absorbing it, the saddle features a friction-free, fine knitted cover. For comfort and protection, the Spenco Saddle Pad is streaks ahead of the traditional sprung, leather covered or full leather saddle. Retailing at \$28-30 this saddle pad is good value.

Other products in the Spenco range include cycling gloves, handle bar grips and insoles. The cycling gloves were of particular interest as although I don't usually wear gloves (I've always found they offer few advantages and a poor suntan) a friend's recent complaint of numb hands and tired arms, led me to try them out carefully. A quick glimpse at the books reveal that the hand's anatomy is not designed for cycling as little skin tissue pads the delicate nerves and prolonged pressure on the wrist and base of the palm can lead to physiological problems. Particularly on a ten-speed, where most of the rider's weight rests on the hands and handlebars, numbness, pain and serious injury are possible.

Made of fine black leather with cotton webbing on the top-side, Spenco gloves have that wonderful "elastomer" incorporated into the palm padding. The inside is lined with terry cloth to absorb perspiration and if you use tape grips, these gloves would be a real plus. If you already use padded grips, you might find the gloves like double-decker padding and perhaps over-indulgent. The gloves retail for \$28-30.



**The Spenco saddle pad comes in two sizes and two colours.**

According to the technical blurb, Spenco Grips are made by "injecting nitrogen bubbles into sheets of Neoprene under intense pressure!" They are bound with polypropylene which, like the saddle pad, is durable, friction-free and washable. The company guarantees that the grips will not stiffen, crack, fade or shrink as a result of sunlight, heat or weather exposure. So with a wrap-up like this they have to be good. And based on evidence of the rest of Spenco's range who would argue. Good handlebar grips are essential to absorb those road vibrations and really make for much more comfortable, enjoyable cycling. If you don't use padded grips now, you really don't know what cycling is!

You'd think Dr Spence, this self-professed triathlete, physician and entrepreneur would have stopped at that. But his biggest seller, which helped establish the Spenco Medical Corporation, was the development of a protective insole which Nike Shoes contracted for use in their top running shoes. And for cyclists the range includes orthotics and insoles to absorb pedal pressure and prevent foot and knee pains. They are odourless and washable and fit any joggers. If you're not keen on racing cleats, Spenco insoles could be good value. They certainly beat numb feet!

Cycling is one of the safest forms of exercise, suitable for people of all ages and levels of fitness. But like all forms of exercise, there are dangers and excessive stress placed on the body, particularly if not fit, can lead to injuries. Rest is usually the best cure for torn ligaments, tendons and muscles but a doctor should be consulted if the problem continues. In the meantime, try to work out why the injury happened — perhaps you pushed too hard, used too high a gear or weren't fit enough. And take a look at Dr Spence's range of sports medicine products which aim to cure the cause rather than the symptom.



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FREEWHEELING 57



# Will London's Cyclists Survive?

by Heather Nesbitt

England has had a long and enduring relationship with the bicycle. Nowhere is this more evident than on the streets of London where enthusiasts on tandems, tricycles, racers and the ever-popular compact Molton can be seen cycling to work, the local shops or just out for a ride. Rising Tube fares and heavy traffic snarls have encouraged a younger breed of cyclist to take to the road. Today, cycle commuting is growing rapidly in London as cyclists of all ages, backgrounds and styles weave their ways through its crowded and narrow streets.

Accurate statistics on cycling are difficult to locate, but research recently completed by the Greater London Council (GLC) indicate that from 1977 to 1981 cycling has increased by 20% per annum in the Greater London area and 4½% of all commuting trips to Central London are now made by bicycle. The scale of cycle commuting is even more evident on major routes into the city, such as Fulham Road, where cyclists comprise 15% of the peak hour traffic and Waterloo Bridge averages over 500 cyclists in the morning peak period.

Unfortunately though, as cycle numbers have grown, so have the problems. Accident statistics, also available through the GLC, suggest

that from 1972 to 1980 cyclists involved in accidents have averaged 3985 reported accidents each year. Preliminary figures for 1983 indicate an above average number of 5249 reported accidents. Add to this the unreported accidents, near misses and buckled wheels, and the extent of the problem becomes clearer. The GLC describes the London cyclist as having "more than ten times the risk of injury per mile travelled as a car or a bus traveller". Of course, for those cyclists travelling short distances, this risk is reduced considerably. Nevertheless, the statistics are disturbing.

One of the loudest voices on bicycle planning in London is the Greater London Council which, recognising the need to increase cycle safety, has set up a Cycling Project Team. Established for 2½ years, the team has a staff of sixteen officers, all concentrating their efforts on cycle schemes within the Greater London area. As the GLC are responsible only for metropolitan roads, the team works through local Boroughs (Councils), encouraging provision for cyclists within the community.

Major objectives embodied within the GLC's planning policy are:

- creation of 1000 miles of cycle routes on lightly trafficked roads with the aim of making cycling as safe as possible,

- review of new highway and traffic management schemes in light of cyclist safety and needs,
- introduction of projects for cycle provision on main roads and at junctions (including cycle lanes and specially designated turns)
- encouragement of cycle parking facilities particularly in conjunction with public transport.

Up to now, the GLC has allocated 1% of its transport budget to cycle schemes, totalling 1.7 million pounds per annum. For individual schemes, an interesting "value for money" criteria has been developed through a comparative study of projected time and accident savings from new road schemes. The GLC use a guideline of 120 pounds per mile per day per cycle in 1983 prices. Using this standard, the team can justify spending 60,000 pounds per mile on a cycle route catering for 500 cyclists per day!

At a national level, the Department of Transport's contribution seems to relate primarily to policy-making and minor legislation rather than real action. Admittedly, it does have a Cycling Unit which aims to encourage local authorities to provide for cyclists. Funds are available for experimental and approved cycle schemes. However, on London's streets there is little evidence of a commitment to the cyclist.

So what has actually been done? As yet, London can only claim four completed cycle schemes ranging from a by-pass of a heavily trafficked roundabout (terrifying on a bicycle!), to a cycle priority lane scheme near Hyde Park. 15 schemes however have been approved by the GLC and are awaiting implementation. Some 31 schemes have been proposed for further investigation.

Interesting innovations that have proved popular with many cyclists are shared bus/taxi/bicycle lanes, which operate in peak-hour periods on major roads. Sealed with red bitumen and well-signposted, these lanes provide direct access for commuting cyclists to and from Central London within the relative safety of a carless lane.

Similarly, the GLC has also funded a bicycle parking scheme whereby

**The new cycle crossing at Newington - Butts is part of the Greater London Council's plan to improve cycling facilities in London. The cyclists only wait 60 seconds for the lights to change in their favor.**





local Boroughs are subsidised to install bicycle racks within their area, primarily at shopping centres, hospitals, libraries and railways. Sheffield stands are considered to be the most suitable, minimising wheel and derailleur damage and requiring little maintenance after installation. Busy public centres such as the National Theatre on the Thames and the main Victoria train station have installed bicycle parking facilities.

For many, recognition of the London cyclist came this summer through a major media campaign by the GLC aimed at making motorists more aware of cyclists on the road. Posters appeared on the back of London buses, community noticeboards and billboards. With the slogan "Cyclists should be seen and not hurt" the posters showed a cyclist being hit by an open car door, and another swerving to miss a pothole only to be hit by a nearby car. Together with two advertisements on TV the effectiveness of this campaign is not yet certain. Hopefully next year's accident statistics will show an improvement.

When compared to other European cities though, the London cyclist has few concessions and evidence of new planning measures are few and far between. It seems that the biggest problem facing bicycle planning is perhaps the bureaucracy itself. For all the official policies, meetings and research, little has actually been done. The GLC admits that cycle schemes take a long time to implement with most of their schemes averaging two years from inception to completion. Obstacles include legal problems, consultations with various governments, citizen groups to consider, unco-operative local Boroughs — the list goes on and on.

To the London cyclist this is perhaps more than just a problem of streamlining the process — competition for road space in London is fierce and for many years cyclists did not make their presence felt. Now cyclists have begun fighting back! Over the past five years, London has seen the gradual emergence of politically-active pressure groups seeking to improve cycle rights on the road.

The London Cycling Campaign (LCC) claims to be the biggest cycling pressure group in the world. It employs a full-time co-ordinator, prints a quarterly newsletter and publishes an annual "On Your Bike" cycling guide to London. This wonderful booklet is invaluable, providing "tried and tested" lightly trafficked routes through London, tips on



**The bicycle racks at the national film theatre on the River Thames. The Sheffield type racks are recommended by the GLC.**

cycling safety and a directory of cycle dealers, magazines and organisations.

LCC sub-groups, in most London Boroughs, actively lobby local councillors on cycle-related issues such as by-passes, bicycle access through road closures and even the filling of potholes. The larger body co-ordinates London-wide activities and provides a unified voice on government committees, delegations and protests.

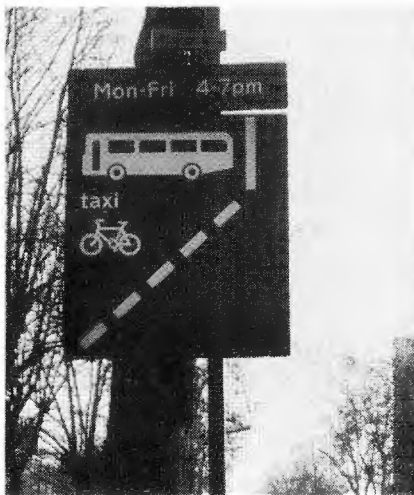
Last summer, LCC staged a highly successful "Power to the Pedal" protest ride through Central London ending at Jubilee Gardens near City Hall. The protest ride culminated in a Cycle Festival of live theatre, trade stalls, music and food on the banks of the Thames. Activities like these help to make the non-cycling public and politicians aware of cyclists and their rights to the road.

The Cyclists' Touring Club (CTC), although representing cyclists from all over England, also act as a pressure group for London cyclists. Tending

perhaps to be a little more conservative, CTC is a respected voice on cycling issues and has been in operation for over 100 years. Services invaluable to London cyclists include free legal aid for member cyclists involved in accidents (CTC will defend the cyclist's rights in a court of law) and full bicycle insurance. The policy covers theft, accident damage and personal injury. Recent recognition of the need to cater further to cyclist's rights came last year with the appointment of a Rights Officer who also advises on planning issues. CTC hope that this will enable them to lobby more effectively.

These two groups form the strongest voice on cycling issues in London but are well-supported by associated interest groups such as Friends of the Earth, Transport 2000 and the London Amenity & Transport Association. Together with officers of the Department of Transport & GLC they form a Cycling Co-ordination Group which meets informally to discuss cycle-related issues, schemes and policies. Although the group has no real power, it is an important step in the right direction.

What does the future hold for London cyclists? Poor relations between the GLC and Thatcher government have resulted in legislation which will abolish the GLC by 1987 and centralise much of its power back to Whitehall. Those cycle schemes lying in wait may be pushed further back, while the GLC's valuable support of cycle-related issues will be lost. The only hope lies in groups such as LCC and CTC which, as they become better organised and more politically active, will effectively lobby, protest and demand better conditions for the London cyclist. These groups seem to provide the only assurance that the London cyclist will survive.





## The Australian view of bicycle planning – the integrated approach – was put to the delegates from nineteen countries who attended Europe's biggest planning conference recently.

The Velo City conference was one of the most interesting gatherings to take place during the year. Delegates came from all over the globe to address the main theme: Planning for the Urban Cyclist.

The conference was hosted by the London Cycling Campaign with the assistance of the Greater London Council. Both groups are deeply involved in improving the lot of the urban cyclist in their city. The GLC actively acknowledges the role of the bicycle by allocating 1% of the total transport budget (2 million pounds) for bicycle programs.

Most of the money is being spent on improving intersection design to allow

safer cycling. The budget also employs a full time staff of 20 bicycle planners.

The London Cycling Campaign is likewise unique in our cynical world in the nineteen eighties. The LCC regularly indulges in large and often outrageous public demonstrations to bring their particular point home to errant politicians. Chaining bicycles to city hall entrances is a common occurrence in old London town. The Americans expressed surprise that such gestures has such a powerful affect. They were also taken aback with the opening speech by Ken Livingstone of the GLC who blasted the Thatcher government for trying to get rid of the GLC and its bicycle programs.



The Australian experience was presented to the conference in a paper authored by Joe Gately and Alan Parker. The paper is a fascinating document in that it chronicles all the good developments in bicycle facilities planning throughout the country in the last ten years. This period of time is significant as it is now ten years that Alan Parker took up the struggle to improve the lot of Australia's urban cyclists.

Alan is presently working as a planner on the Pedestrian/bikepath development in Melbourne. Joe Gateley who is the projects manager delivered the paper to the London conference.

The paper reiterates the planning liturgy of the three 'E's' of Australian bikeplanning the core of the so called 'integrated approach' – Engineering, Education, Enforcement and Encouragement. The substance of this paper puts Australians to the forefront of the international cycle planning community. This added to the physical results in Victoria and other states means that Aussie cyclists have a good future in store for them.

If our future looks good then the outlook for Indian cyclists seems positively grim. The delegate from that country said that at present in India the bicycle was the only means of transport for the large bulk of the poorer people. However as the legislators regarded the bicycle as a poor person's vehicle much of the public money being spent on roads was benefiting only the motoring minority.

The only hope the delegate held for his people was that the bicycle would continue to grow in popularity in the west. As the Indian upper and middle class tended to emulate western trends this was the only way that the millions of Indian cyclists would get some government recognition.

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 day's 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.





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**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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# Freewheeling Bicycle Road Test

In our last issue we looked at one of the first fully equipped specialist touring bicycles to go on sale in Australia in modern times. The bike, the Repco Cresta, was similar in many ways to the multi-gear touring bikes now used widely in the USA. Many of these bikes are built in Japan.

Nearly all of the quality bicycles bought in this country are also manufactured in Japan. It is more a measure of the influence of the American style of touring rather than a study of local conditions that has led to the US machines being imported here.

Strangely enough the US style touring bikes that are exported from Japan are not the type of machine that is used by the bulk of Japanese tourers. The European style of tourer used there is a heavier, bulkier machine with fat 26 x 1 3/8" tyres. The quip that the Japanese don't need mountain bikes because they ride them already explains the general indifference to BMX and all-terrain bikes at present in that country.

Interestingly the type of touring machine that is being imported into Australia is not a direct copy of the US bike. Local distributors have modified the specifications and in a number of places have improved on the original US/Japanese design. With the frenzied development of compatible equipment for the all-terrain bike a new style of touring machine may develop to suit the needs of Australian two-wheeled travellers.

We live in a country with a vast, mostly arid, land mass crossed by an assortment of usable roads. Much of the touring which is being done at present is around the populated coastal regions with no need to carry large and heavy loads. If this pattern of development continues the three touring bikes reviewed in this section will succeed with the Australian public.

At present all bikes properly equipped for touring have a number of common specialist features: Wide range gearing with a low of at least 1:1; touring bag rack; high quality braking system (usually cantilever type to allow large mudguard clearances); comfortable touring saddle and mudguards or at least provision for their fitting.

The three bikes tested all qualify under this criteria.



**Historic Australia is out there waiting to be discovered on your Shogun 1500 touring bicycle.**

## Shogun 15000

### The connoisseur's touring machine

The Shogun is a top quality machine with no effort spared to fit the very best touring of equipment.

The chrome moly double butted frame is stiff to ride on and with a heavy load attached offers only minimum flex. To this stable component are fitted medium to high quality range parts.

The Deore XT cantilevers with Shimano's extra long brake pads give this bike the best braking system fitted to a machine of its class. This brake set is used on the best all-terrain bikes and its use on the Shogun gives the bike incredible stopping power. One unfortunate by-product of Shimano's ex-



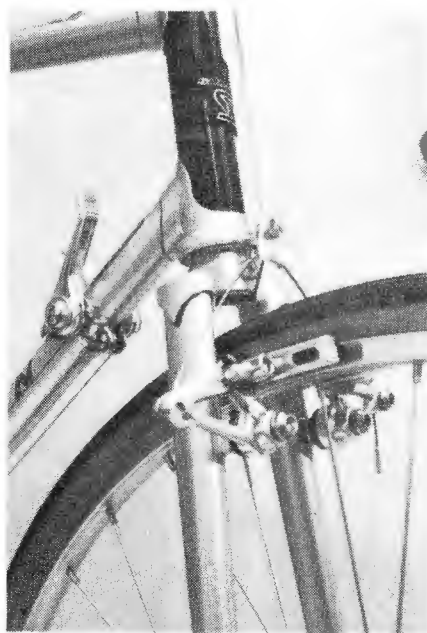
cellent brake pad compound is that they are very messy in the wet. The black compound mixes with the water and dribbles all down the forks and seat stays. This is a common occurrence on most bikes but one would like to think that such a fine machine should always look immaculate.

The 15-speed wide-range transmission is a mixture of Shimano and SR alloy equipment with a set of gear ratios suitable for loaded travel. The Shimano Deore XT gear changers offer smooth and sure changing of the wide range gear system.

The alloy rack is fitted to brazed-on mounting bosses and similar mounts are provided for double water bottle cages.

Suzue sealed bearing quick release hubs and 14 gauge spokes are used in conjunction with the excellent Araya 16A rims. The Kevlar belted IRC Durotour tyres should ensure many puncture free kilometres.

As expected from a conisseur's touring bike the Shogun is equipped with some nice finishing touches like the Selle Italia touring saddle, Cannondale water-bottle and Kryptonite handlebar grips. The bike also comes with a Zefal Select pump which has a built in setting device which cuts out when the desired pressure setting is reached.



**Detail of the excellent Shimano Deore XT cantilever brakes fitted to the Shogun.**

**Shogun 1500**  
**Suggested Retail Price \$695**  
**Sizes (cm) 49, 54, 58 & 63**  
**Size Tested 58**  
**Frame Tange 900 double butted chrome moly**

frame with cast lugs and double eyelets front end rear. Brazed on mounts for two water bottles, brake and gear cables. Box welded fork crown. Tange Levin alloy head set.

Head tube angle 72.5°

Seat tube angle 72°

Bottom bracket height 280mm

Fork rake 55mm

Wheel base 1035mm

Chain stay 445mm

#### **Transmission**

Chainwheel Set: SR Alloy CX Triple

Chain: Shimano Uniglide

Derailluers: Shimano Deore XT

Freewheel: Shimano Uniglide

Gear Levers: Shimano Z series down tube

#### **Wheels**

Rims: Araya 16A alloy

Hubs: Suzue sealed bearing small flange alloy QR

Spokes: 14 gauge rustless

Tyres and Tubes: IRC Durotour 27 x 1 1/4 Schraeder valve

#### **Equipment**

Pedals: KKT Pro Vic 2 alloy

Brakes: Shimano Deore XT

Handlebars: Alloy Randonneur type

Handlebar Stem: SR custom 80mm

Handlebar Covering: Kryptonite firm grips

Saddle: Selle Italia leather covered anatomic

Saddle Pinnar: SR Laprade

Rack(s): Alloy rear

Frame Mounting Eyelets: Double front and rear

#### **Gearing**

	52.0	42.0	32.0
14.0	100.3	81.0	61.7
15.0	93.6	75.6	57.6
17.0	82.6	66.7	50.8
21.0	66.9	54.0	41.1
26.0	54.0	43.6	33.2
30.0	46.8	37.8	28.8



**The triple chainwheel set of the Traveller has a good spread of ratios. The bicycle also comes with two waterbottle cages.**



# Traveller 300

## The touring bike comes of age in Australia

The Traveller is a good mid price range touring bike from a specialist Sydney dealer. The fact that such a bike should be imported by a retail business is a product of the apathy (until recently) of the major distributors towards bicycle touring.

On first sight the Traveller 300 looks like a US touring bike. A closer view reveals a number of features designed to keep the Aussie tourer happy. The large section Specialized Expedition 27 x 1 3/8" tyres give a good ride both on the bitumen and the many outback gravel roads.

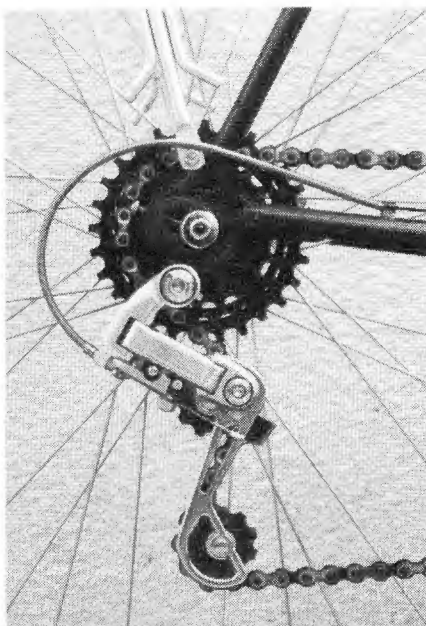
Bar-end gear levers are a nice touch and the cables are neatly fitted under the soft sponge handlebar covering.

Two waterbottles and their cages come as standard equipment and the brazed-on Dia Compe cantilever brakes give firm positive stopping power. All important items of equipment are brazed onto the frame such as the rear alloy rack brake and gear cables and rear derailleur.

The wide step fifteen-speed gears give good usable jumps between gears and the Shimano AL-11 mountain bike changers do a good job of gear ratio selection.

Touring with heavy or moderate loads calls for a lightweight frame that has

good rigity. The Champion number two butted chrome moly frame on this machine performed well fully loaded giving a firm ride in all conditions.



**The rear wheel assembly of the Traveller showing the Shimano AL-11 long arm changer, Double eyelets on the rear dropout and alloy touring rack.**

A leather covered Italia anatomic saddle with its rounded contours should provide an acceptable first point of contact for most riders.

### Traveller 300

**Suggested Retail Price** \$675 (now selling for \$575)

**Sizes (cm)** 49, 54, 58 & 63

**Size Tested** 58

**Frame** Tange Champion No. 2 double butted chrome moly tubing. Cast lugs with double eyelets. Brazed-on fittings for rack, two water bottles, brake and gear cables. Chrome chain stay protector. Tange Falcon head set. Box welded fork crown.

**Head tube angle** 72°

**Seat tube angle** 72°

**Bottom bracket height** 280mm

**Fork rake** 55mm

**Wheel base** 1050mm

**Chain stay** 445mm

### Transmission

**Chainwheel set:** SR Super custom triple

**Chain:** Shimano Uniglide gold

**Deraillleurs:** Shimano AL-11

**Freewheel:** Shimano Uniglide

**Gear Levers:** Shimano Bar-end

### Wheels

**Rims:** Araya 16A Alloy

**Hubs:** Suzue Sealed Tech

**Spokes:** 14g rustless

**Tyres and Tubes:** Specialised Expedition 27 x 1 3/8". Schraeder valves

### Equipment

**Pedals:** KKT Pro Vic II

**Brakes:** Dia Compe cantilever

**Handlebars:** SR World Custom

**Handlebar-Stem:** SR Custom

**Handlebar Covering:** Full Sponge

**Saddle:** Selle Italia leather covered anatomic

**Saddle Pillar:** SR Laprade

**Rack(s):** Alloy rear

**Frame Mounting Eyelets:** Double

### Gearing

	52.0	42.0	28.0
14.0	100.3	81.0	54.0
17.0	82.6	66.7	44.5
20.0	70.2	56.7	37.8
24.0	58.5	47.3	31.5
28.0	50.1	40.5	27.0

# Gemini Randonneur

## A well equipped touring bike at a very good price

This bike is the first real touring bike to go on sale in Australia at a price that most can afford. It is even possible to say that the Randonneur could be classed as a mass merchandized machine except for the fact that it will be sold through a specialist dealer group and not from discount/department stores.

At \$429.00 this machine represents excellent value for a bicycle of its type. The selection of equipment is good and the necessary economies which have to be made in order to sell at a very competitive price do not impair the Randon-

neur's performance. In fact most of the equipment is good quality mid price range componentry.

The frame is made from mangalloy 2001 tubing and offers adequate clearances for mudguard fitting. Unfortunately the rear dropouts do not have a second set of mounting eyelets so mudguard fitting would be a tricky business.

The Shimano Deore gears shift well and the bar-end gear levers are a welcome addition to any true blue touring bicycle. The half step and alpine

gearing is well thought out however the half step will be more useful for faster cruising as its usable gear ratios are more towards the top end of the range.

The braking system on the Randonneur uses the high quality Shimano 600 cantilevers matched with a new style brake lever fitted with extensions. Brake extension levers are popular with beginners and so the Randonneur has a set of Shimano DEL-80 extensions as part of its equipment. These levers are superior to all previous designs as the extension is connected directly to the lever mechanism and not just added on.

The wheels are built on standard Shimano alloy quick release large flange hubs and rims are Ukai alloy 27 x 1 1/4". Spokes are fourteen gauge rustless.

The clips and straps are fitted as standard to the Shimano PD-AD20 platform pedals.

The Randonneur comes complete with an alloy touring rack which is bolted to braze-on frame mounts. The frame is also fitted with two sets of





waterbottle cage mounts, brake and cable guides. The saddle is another Japanese attempt at an anatomic saddle. Its bumps are rather angular but as the padding is generally soft there should not be any discomfort. The Japanese are still to get their act together and come up with a really comfortable saddle design.

**The crank set on the Gemini Randonneur is fitted with 52, 47, 30 chainrings to give half step plus alpine gearing.**

Gemini Randonneur  
Suggested Retail Price 429.00  
Sizes (cm) 49, 54, 58 & 63



**The front end of the Gemini showing the Shimano 600 cantilevers and the bar end controls**

#### Size Tested 58

**Frame** Tange mangalloy 2001 double butted frame. Cast lugs with rear vertical drop outs. One set eyelets on rear lugs, two on front. Two water bottle mounts. One bottle and cage supplied. Box welded fork crown. Tange MA60 headset. Brazed-on fittings for rack, brake and gear cables.

Head tube angle 72°

Seat tube angle 72°

Bottom bracket height 280mm

Fork rake 55mm

Wheel base 1035mm

Chain Stay 435mm

#### Transmission

Chainwheel set: SR Super Custom

Chain: Shimano Uniglide

Derailleurs: Shimano Deore XT

Freewheel: Shimano Uniglide

Gear Levers: Shimano Bar-end

#### Wheels

Rims: Ukai 27 x 1 1/4" alloy

Hubs: Shimano large flange QR alloy

Spokes: 14 gauge rustless

Tyres and Tubes: IRC HP 90 27 x 1 1/4".

Schrader valve

#### Equipment

Pedals: Shimano PD-AD 20 platform type

Brakes: Shimano 600 cantilever

Handlebars: Alps Alloy randonneur

Handlebar Stem: Alps 80mm reach

Handlebar Covering: Cloth tape

Saddle: Taihei moulded anatomic

Saddle Pillar: Alloy straight type

Rack(s): Alloy rear

#### Gearing

	52.0	47.0	30.0
14.0	100.3	90.6	57.9
17.0	82.6	74.6	47.6
20.0	70.2	63.5	40.5
24.0	58.5	52.9	33.8
28.0	50.1	45.3	28.9

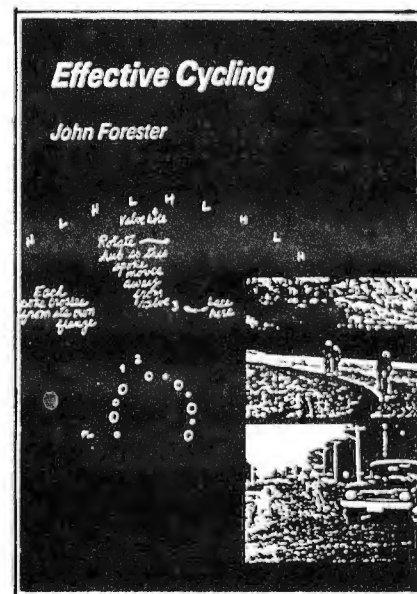


# Effective Cycling

**Ron Shepherd reviews what is possibly the most important book for adult cyclists of the decade**

This isn't just another book on how to ride a bike. It is the best one ever written. John Forester's **Effective Cycling** is intended to cover "everything a cyclist needs to know in order to use a bicycle every day, for whatever purpose he or she desires, under any reasonable conditions of terrain, weather and traffic". The advice it offers is inadequate on touring or racing, despite Forester's long experience as a hard rider, but it is brilliant on commuting in traffic, and on do-it-yourself maintenance and improvisation.

*Effective Cycling* has grown over the past ten years from some notes on cycling in traffic which Forester wrote for his adult cycling class. The course he developed has now been accepted by the League of American Wheelmen (LAW) and there are now more than a hundred qualified instructors throughout the USA. *Effective Cycling* is still a controversial course because fearful politicians and parents believe that people should not be taught how to ride bicycles in traffic, and many cyclists, being rugged individualists, think that there is nothing for them to learn. It is only when it is all put down in a book like this that you realise just how much knowledge and skill the experienced cyclist picks up through years of trial and error, and how much better it would be for newcomers to have something to learn from.



The strength and weakness of *Effective Cycling* is that Forester has worked it all out for himself over a lifetime of effort. When there was no research data on whether sidepull brakes work better than centrepull brakes, for example, Forester designed his own test rig and did his own measurements. As a result of this uncompromising approach he has definite opinions on every aspect of cycling, and most of his comments are illuminating and indisputable. But he can also be dogmatic where other experienced, thoughtful cyclists have come to different conclusions — for example, Forester believes that half-step gearing is best, that rear-view mirrors have no safety value, that leather saddles are best, and that you need to

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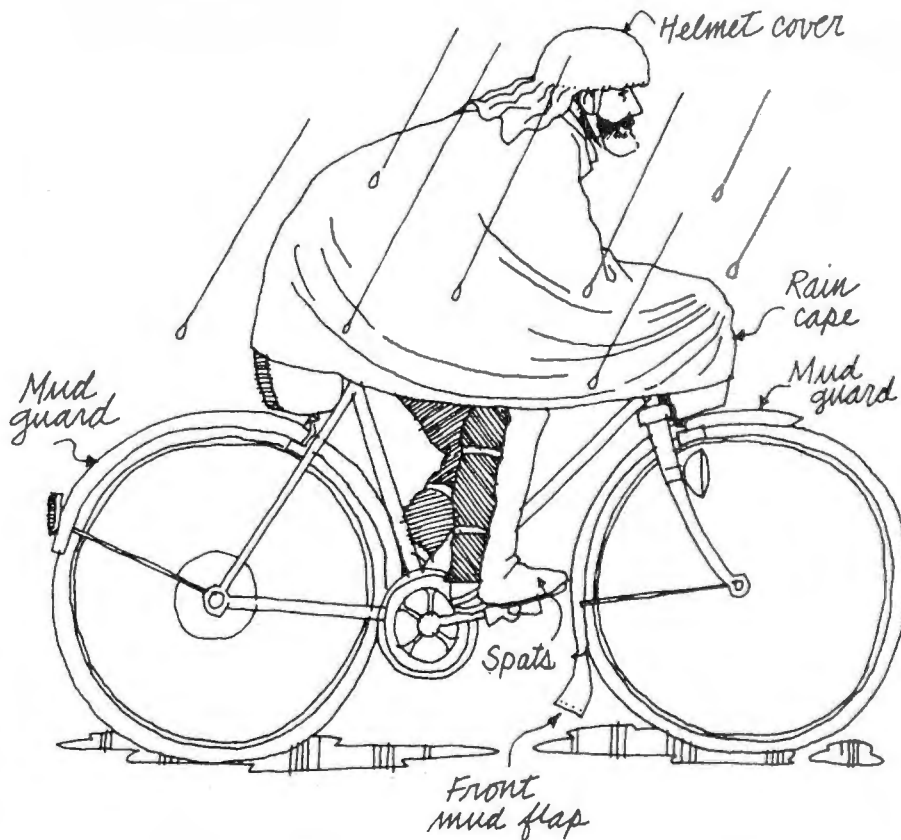
take extra salt in hot weather. At least you are in no doubt about where he stands on any topic.

The sheer honesty of the man shines from every page. You know exactly what John Forester is after — a recognition that bicycles can be made into reliable vehicles, and that people can be taught how to ride them competently and safely on the roads. He reveals, to the embarrassment of the bicycle trade and government "planners" alike, that modern bicycles are unsatisfactory vehicles and that "bicycle facilities" such as paths and lanes are useless humbug. What Forester gives us instead is hard-won information on how to make our bikes roadworthy, and how to ride them, for utility travel or for recreation, on any road in any weather.

*Effective Cycling* now published by the MIT Press, is a big book, 334 pages, a quarter of a million words. Far too many words with too few illustrations. Yet Forester writes clearly and personally, and making the effort to read right through his book gives you an insight into the man himself. The book has six sections — on bicycle components, on maintenance, on position and fitness, on riding in traffic, on recreational cycling, and on education, enforcement and politics. This final section is a considerable overlap with his other book, *Bicycle Transportation*, which was reviewed in the May/June 1984 issue of *Freewheeling*. Forester shines a searching light into the dark corners of a cynical bicycle trade and of Government departments defending their meaningless regulations, and into the warped minds of bicycle "activists" who are more interested in browbeating politicians than in helping other cyclists.

Every bicycle organisation and club in Australia should get a copy of *Effective Cycling*. So should all government departments which concern themselves with bicycle education, regulation or facilities. And as a keen cyclist, of course, you'll want your personal copy, too.

Most everything in Forester's books applies with frightening accuracy in this country. Governments in Australia at present hammer a theme of "bicycles are dangerous — get them off the roads". They paint lines and signs which relegate cycling to rough, inconvenient paths to nowhere. The only counter to this idiocy is to teach people, as Forester does, how to ride bicycles competently in traffic. After all, we are required to be adults and to undergo stringent training and testing before being permitted to use other vehicles on the



roads. We are closely watched, and likely to be fined if we break traffic laws.

Yet anyone of any age is free to ride a bicycle without training and with little fear of law enforcement. No wonder cyclists have unnecessary accidents! The first step to a recognition of cyclists as legitimate road users is to agree on how we should behave in traffic, and to develop a course to teach this behaviour.

At its 1984 conference, the Bicycle Federation of Australia decided to ask the Commonwealth Government to recognise cyclists' rights to ride on all roads, and to establish an Australian Competent Cycling Course for teenagers and adults. *Effective Cycling* provides a good model to work from, although a version should be developed to suit Australian conditions and its content put into a more teachable format than Forester's discursive treatise. The existing Bike-Ed course for kids is only a start, and needs to be followed a few years later by the teaching of advanced cycling skills — efficient position and cadence, gearing, use of traffic lanes, emergency manoeuvres, riding at night, coping with weather extremes, carrying luggage, long-distance riding, routine maintenance — enough for a useful and fascinating course to challenge teenagers and adults. As the Education Committee of the BFA, David Martin and I would be very glad to receive comments from readers of *Freewheeling* on what is needed for an

Australian Competent Cycling course.

Editors note: send your comments to Ron Shepherd c/- Freewheeling Box K26 Haymarket NSW 2000. We will gladly pass them on.

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# Australia-Awheel

*A regular section of news and information across the nation*

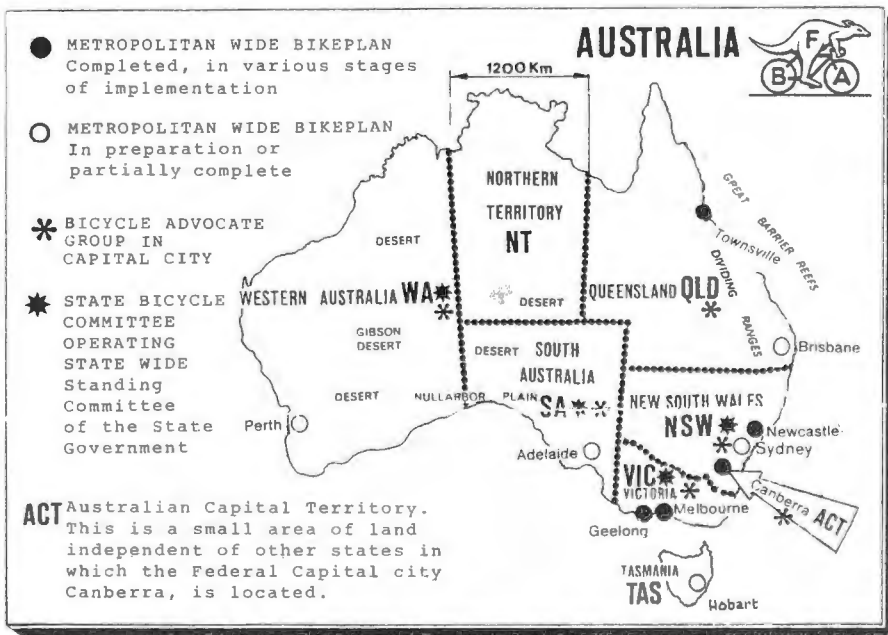
**Way back in March 1983 Geoff Terry left Sydney towing his dog Katie behind him in a trailer heading all the way round the continent. By a cruel stroke of**

**fate Geoff was killed in a head-on collision with a utility truck not far from a relatives house near Melbourne, Victoria prior to the commencement of the last leg of his long journey. Geoff is probably still pedalling the back roads of Australia in spirit.**

**As a participant in the first Freewheeling Sydney to the**

**'Gong Ride we are sorry Geoff was not with us to see how the event and cycling generally has grown since we last parted company.**

**The publishers of this magazine deeply regret the loss of this traveller. The driver of the vehicle has been charged.**



**the bicycle planning situation in Australia**

## National Bike Events Calendar

### JANUARY

**12 — 26 The Snowy Mountains Summer Tour.** A luxury fully supported tour of Australia's high country. Organized by Freewheeling Magazine and Tailwinds Bicycle Travel. Most meals provided and most nights spent in comfortable hotels and lodges. Departure dates in February also. Contact (02) 264 8544, (062) 49 6634.

**19 — 20 24 Hours of Competitive Cycling.** Port Fairy Vic. An event where riders aim to ride for up to 24 hours with regulated rest stops every hour. Over 160 people entered last year. Distance is not important as the aim is to ride for a set time. Contact (055) 68 1094.

**26 — 29 ACT's Australia Day Weekend Ride.** A chance to get involved in the organization of Australia's developing touring routes. Full details contact (02) 264 2521.

### FEBRUARY

**9 — 23 Snowy Mountains Summer Tour.** Second departure for 1985 of this tour organized by Freewheeling and Tailwinds Bicycle Travel. See January listings.

**23 - 24 Evandale Village Fair.** Northern Tasmania incorporating the National Penny Farthing Championships. A wonderful weekend of fun and out of the 'ordinary' excitement. Details contact Di Sullisvan (003) 91 8223.

**23 — 3 March Bike Week** in the Australian Capital Territory. A great week of events to bring the bikes out of the garages and onto the streets. Events include: Monday 25 Bike commuter Ride to Work morning with a champagne (sic) breakfast in Civic. Cycling in the Park Day March 3. A big day of events starting at 10 am when riders leave from Woden/Belconnen and Dickson for Commonwealth Park. At 11 am a record attempt will be made to form a bridge to bridge loop of end to end bikes. Speeches by Pedal Power heavies and various politicians in respect of the state of cycling in Canberra. 12 noon Lunch and displays through to 5 pm. At 7.30 pm Tailwinds Bicycle Touring will present a film night on China and North America at the Griffin Centre. Full details from Canberra bike shops through January or ph: (062) 48 7995.

### MARCH

**Bike Week Victoria.** Held this year during March. No details yet to hand but full info will appear in the next Freewheeling or in local bike shops.

**31 The Third annual Michelin Autumn Day-tour** affectionately known as MAD. 100km or 45km routes with badge and certificate for those completing the course. Organized by the Melbourne Bicycle Touring Club as a community service. A great day for all. Contact (03) 818 4011 or (03) 241 4453(AH).

### APRIL

**5 — 8 (Easter) Tour of the Southern Highlands or TOSH.** A taste of 1988 in 1985. This year TOSH, Australian Cycle Trails annual ride between Sydney and Canberra is adopting a new format. It is no longer a fully supported tour instead it will be run along the lines of the proposed Bicentennial event rides. Riders will be organized into groups of approximately nine and will have a trained leader to accompany them on the journey. Gear will be carried by each rider and hails or own tents will be used for accommodation along the route. Numbers will be limited and full entry details will be available in January from Australian Cycle Trails (02) 264 2521.



## Australia Onwheel MELBOURNE



### Record Smashed in Gruelling Ride

Graham Woodrup rode a standard Raleigh Team Professional bike into Australian cycling history last weekend (November 23), shattering the record for Melbourne-Adelaide and return.

Woodrup slashed 2 hours 11 minutes off the old record held by Reg

McVilly. He completed the round trip in 71 hours 22 minutes.

It was a ride of amazing courage and endurance: In almost three days on this road Woodrup had only 83 minutes sleep... he battled headwinds, cold, rain and pain, yet still produced his strongest riding on the return journey.

Conditions could hardly have been worse. Graham headed out of Melbourne into a blustery westerly wind and cold drizzling rain. He was already starting to slip behind schedule when night fell and the wind mercifully dropped, allowing him to quicken the pace as he headed across the Wimmera and into South Australia.

"Like Cliff Young you just have to tell yourself you can do without sleep", says Graham. "You just keep going." But where Cliff needed to maintain only his famous shuffle, Graham Woodrup had to sustain a brisk 26km an hour for the three days.

But now the record is firmly in the books, Graham Woodrup is looking for even tougher challenges. He'd like to tackle Kevin Hunt's Perth/Sydney

record — "the ultimate ride in Australia".

### Bicycle Helmet Wearing On The Increase

Bicycle helmets are rapidly becoming the in-thing with school age cyclists. Three times more children are wearing helmets now than last year, the Acting Minister of Transport, Mr. Jack Simpson, said last month.

### Glen Waverley Cycles

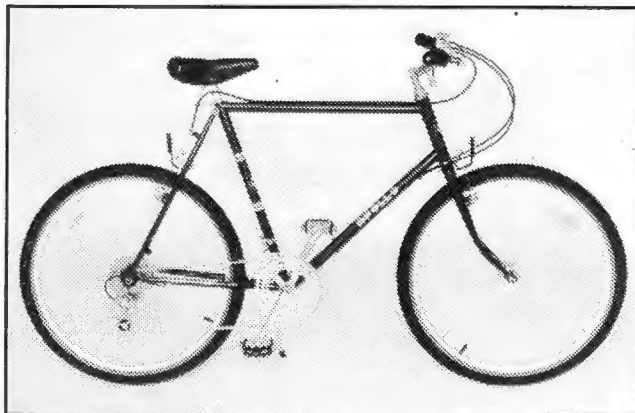
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Mr. Simpson said a survey just completed by the Road Traffic Authority (R.T.A.) claimed that more than 13.3 per cent of primary school age children riding to and from school wear bicycle helmets. "This is a considerable increase from the 4.6 per cent observed in a survey conducted in October last year. There also appears to have been a flow-on effect into secondary schools with increases in wearing rate in that group from 1.6

per cent last year to 5.1 percent in the last survey."

The two Australian manufacturers of helmets approved by the Standards Association of Australia report record sales of helmets, with increases of more than 100 per cent. Mr. Simpson said the RTA believes these increases are mainly due to the Government's special mass media campaign conducted in April and May this year. It also included extra RTA promotions in schools through Bike-Ed and special mailings to schools to encourage children to wear helmets.

Last year 1218 cyclists were killed or injured on Victorian roads. Two out of three of these casualties were school age children. Furthermore, about 75 per cent of cyclists fatalities are due to head injuries.

The minister stated that "Many parents believe severe accidents happen only on main roads. Statistics show that in fact, many child cyclists accidents happen in quiet residential streets close to where the children live."

The RTA predicts that over the next few years helmet usage will become

as common place and natural as wearing seat belts in a motor car.

## 24 Hour Race

The Port Fairy 24 Hour Race is a cycling event where for the first six hours riders travel around a one kilometre circuit, then move to the cycle track (lit by floodlights) for the night riding.

Returning to the one kilometre circuit for the final hours.

Five minutes per hour are allowed off for rest. Special commemorative medalions are awarded to those completing the full twenty-four hours.

Anybody doing twelve hours (unlimited rest time) as long as twelve hours on the bike is completed and the same for eighteen hours receive a medallion marked either twelve or eighteen.

As this is a ride for time and not distance it has proved to be very successful in previous years, with up to 160 riders competing.

This will be the fourth time that the event has been run. It will be run this year on January 19-20.



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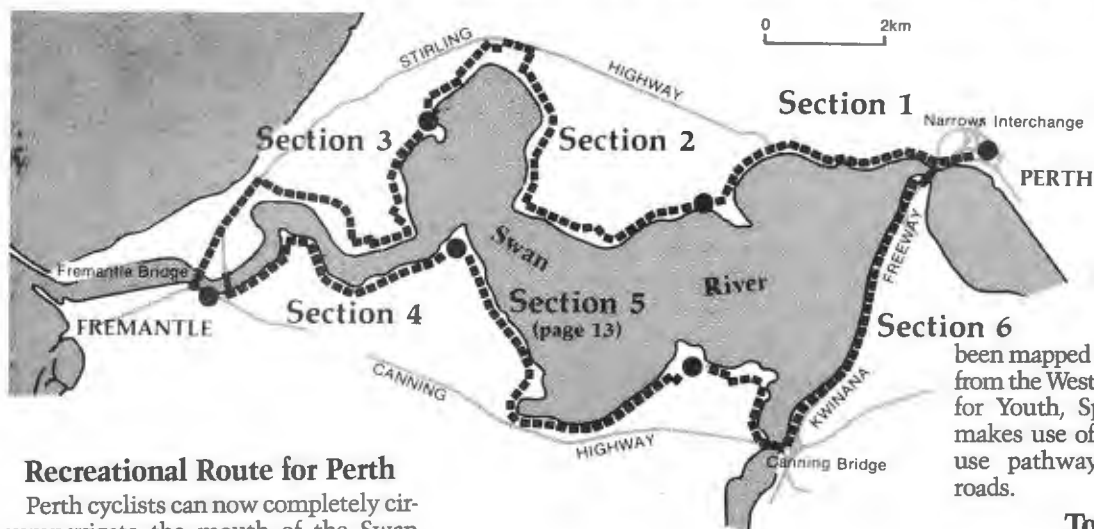
Front and rear alloy low rider racks. Both for the price of one ... \$49.50 + \$5.00 postage and handling.

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### Recreational Route for Perth

Perth cyclists can now completely circumnavigate the mouth of the Swan River on a 50 km trip, specially designed for the recreational cyclist. With the sparkling Swan at your side, you can make a leisurely trip of it with a picnic stop on the way.

The route follows the Swan from the central city through Nedlands, Mosman Park, Fremantle, across the bridge to Point Walter, Applecross, and along the freeway back to Perth. Depending on

your fitness it will take you between three and five hours to complete.

The Cycle Touring Association of W.A., the National Safety Council, the Road Traffic Authority, the Cyclists Action Group and various local Authorities put together the route early this year.

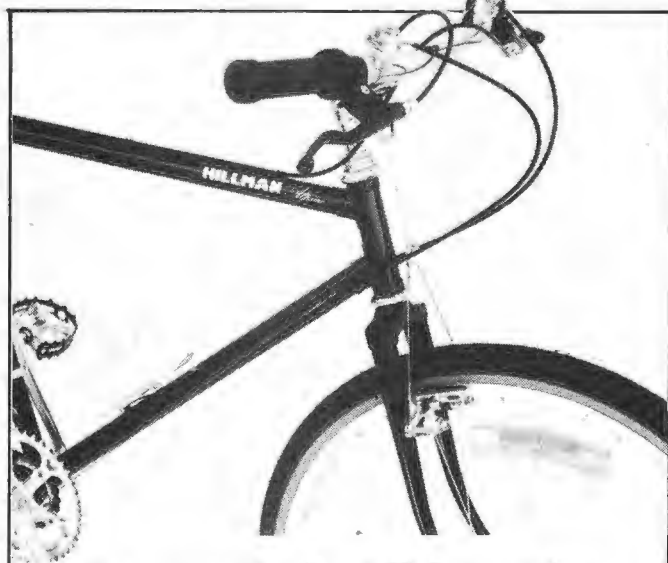
For residents and visitors who would like to know more details the route has

been mapped out in a brochure available from the Western Australian Department for Youth, Sport and Recreation, and makes use of existing cycleways, dual-use pathways, and lightly-trafficked roads.

### Touring Award

A Cycle Touring Association of West Australia rogaine was held on the 20th October. This is a gruelling 6 hour team competition which involves cycling and walking between checkpoints.

The C.T.A. of W.A. held its Annual General Meeting on 4th November. The evening included the award of 'Cycle Tourist of the Year' and 'Hard Luck Story Of the Year' (fact or fiction I wonder?)



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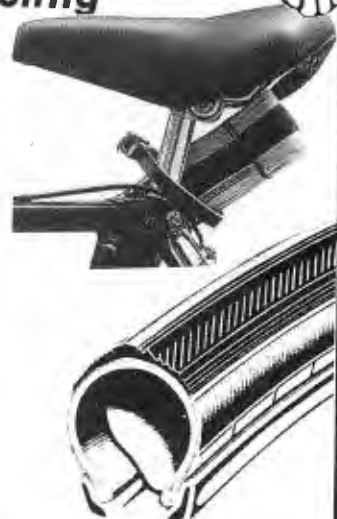
## The MICHELIN guide



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**'Bike Hikers' in period costume**

### New Bike Info Leaflets

Two new brochures have just appeared to help you explore Adelaide. They are the 'Adelaide Bicycle History Tour' from the Department of City Planning, and 'Enjoy Adelaide by Bike.' The latter comes from Life Be In It, and maps out three rides, plus details of bike hire. Both are available from 5 Pirie St, Adelaide.

### Helmet study

A study made by the Road Accident and Research unit of the University of Adelaide conclusively shows that helmets reduce the severity of head

injuries in real crashes. Through a survey of cyclists who had experienced head injuries in the state, the study inferred that 'given an impact of specified severity, unhelmeted cyclists have about 19 times the risk of dying from head injury as do bicyclists who use a good 'hard' helmet!'

### Bike Hike pcks 'em in in Adelaide

Bike Events has once again organised a successful 'Bike Hike' for radio station SA-FM. This yares ride was run in similar weather conditions to the previous year (threatening rain) but attracted an additional one thousand riders.

The Bike hike is the big fun ride for South Australians and is held annually in late Spring.

The SA-FM Bike Hike featured Michael Turtur, one of Australia's Olympic gold medallists, and a flurry of released pigeons who led off the family ride. The 23 kilometer ride, sponsored by radio station SA-FM, was enlivened by buskers, clowns, Life Be In It games, health food stalls and even breakdancing displays.

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#### Shock Absorption

The full polystyrene liner provides all round impact protection.

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Helmets are available in sizes from young child up to fully grown adult.

#### Approved

Look for the Standards approved sticker. It's your guarantee of quality.

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The fitting system allows each helmet to be custom fitted for each head shape.

#### Availability

Guardian is sold across Australia through a network of specialist dealers.

#### Visibility

Bright yellow colour with reflectorized tape that helps you to be seen at night.

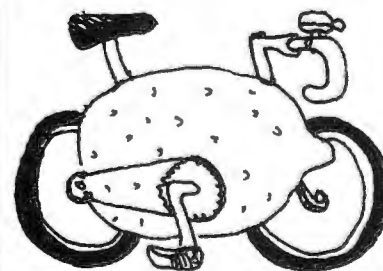


## The Australian Bicyclists Helmet

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**The delegates, speakers and members of the organising committee at the end of the Queensland Bike Planning Conference.**

### The Queensland Bike Planning Conference

The Queensland Bike Conference took place on the 19th October to give the only state without Government co ordinating body some impetus to begin the mammoth task ahead. This is really a matter of urgency comparing Queensland's high fatality rate with other states. Studies show the most

serious cycle accidents occur 2 hours after school. Sandgate High School presented an audio-visual on bike use in their area to show why this may occur.

The conference was opened by the Queensland Minister for Transport Don Lane MLA who told the 100 delegates that he would be very happy to receive submissions and, within the limits of what can be done as a Government in a legislative way, be of assistance when he could.

The conference address was made by Olympic Gold Medalist Kevin Nichols who pointed out to the Minister that the one thing he has noticed over the years is that motorists kill cyclists. 'Cyclists don't kill motorists so perhaps a lot more has to be done on the emphasis of educating motorists to give us a bit more room.'

Quoting from his experience as a racing cyclist for the last 19 years Kevin said, 'When you are riding around

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**And for the Grand Prizewinner!**

The grand prizewinning recipe will receive this additional prize. A superb Yashica FX-D zoom 35mm SLR camera, flash



unit and an 80-200mm zoom lens. This superb photographic package has a retail value of \$1000.

The only real stipulation is that your recipe must be capable of being produced on a Trangia outdoor cooking set. Enter as many times as you like. Closing date for entries is January 31st, 1985.

So come on - get cooking - pick up an entry from your Trangia retailer or write to Karrimor Australia Pty Ltd, P.O. Box 135, Beaconsfield 2014.



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Europe you ride on a bike path and where there's not a bike path you ride on the street. When you are riding along a street you see big signs every where that say 'Give cyclists a metre when you pass.' It's as simple as that. All we ask is just a little bit of room.'

The keynote address was made by *Freewheeling* publisher Warren Salomon who set the scene with a presentation of on the need for bicycle planning with his 'view from the saddle.' Addresses were made on recreational bike needs by Ken Sampson of the

Brisbane Bicycle Touring Association and bicycle accidents and injuries by Jim Nixon of the Queensland University and Dr Chris Armson from Redcliffe Base Hospital.

Bob Taylor of the Brisbane City Council told of the \$1 million four kilometre bikeway which is nearing completion along Coronation Drive as part of the Brisbane Bikeplan. This plan proposes 23 separate local bikeway systems of only 100 km total length, so let's hope the conference spurs on a more all-embracing approach.

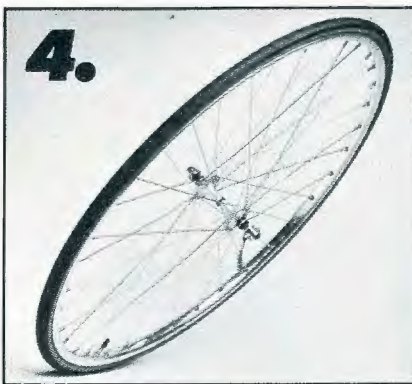
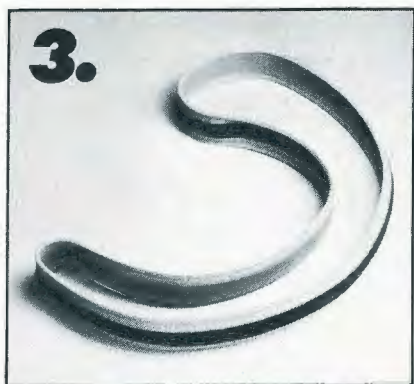
The conference was told of much pioneering work being done in the area of bicycle traffic management planning. Ian Angus from the Mackay City Council told of his councils innovations in road treatments but felt along with others that they were being given no support from the Main Roads Department or other Government agencies.

Throughout the conference the main recurring theme was the urgent need for the State Government to set up a State Bicycle Committee to oversee spending and set adequate engineering guidelines.

The Victorian 'experts' dominated the afternoon session. Sgt Ted Wilson the Police Bicycle Coordinator for Victoria gave his usual polished presentation on the need for a four 'E's' approach to bikeplanning. This message was reinforced by Tony Adams the Executive Planner to the State Bicycle Committee of Victoria.

The experience of the conference was neatly summed up in the final session by the President of the Bicycle Federation Alan Parker who strongly advocated that Queensland bike planners take all the short cuts possible by drawing on the wealth of experience developed in other parts of the country in the past five years.

The conference concluded with a unanimous motion to form a working committee to begin negotiations with the Minister with the view to setting up a Queensland State Bicycle Committee. The future for cyclists is now looking great in the sunshine State.



## TIRES TO GO

### THE NEW HANDYTOUR FROM IRC

Lightweight and portable, IRC's new HandyTour is just what the name implies: Handy—folds without creasing, the perfect clincher when you're in a pinch. Tour—a tire for long distance touring, featuring IRC's popular herringbone tread pattern and ribbed sidewalls. Designed for maximum control and minimum rolling resistance. So when you're on the go, go with HandyTour, the newest member of IRC's family of tread winners. Available at dealers nationwide.



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In areas such as safety education the Queensland Government is making good progress with this helmet awareness campaign and a childrens safe cycling course.



## THINKING OF MOVING TO THE SUNSHINE STATE?

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### Island Touring

The Brisbane Bicycle Touring Association recently held its annual tour to Stradbroke Island. The ride is one of the most scenic of the Association's tours — it also is one of its

most relaxing! The tour involves riding through scenic farm areas to the Bay where a ferry transports vehicles (cheap rates for bicycles!) and passengers to Straddy.

Once on Straddy cyclists enjoyed riding on the quiet roads of the Island with obligatory surfing at one of the many fine beaches on the ocean side. The Queensland Government intends building a bridge to link the mainland and the Island. From a cyclist point of view let's hope the Government will allow sufficient space on the bridge for cyclists so that we can continue to enjoy our annual tour.

### Car demands cannot be met

A recently released report on Brisbane's Major Road System, issued by the Policy Committee for Brisbane Region Transport Planning is a disaster for cyclists. It completely ignores cyclists and the positive contribution bicycles could make to an efficient transportation system. The Report states that 'The type of city form that results from over-emphasis

on private travel is neither energy efficient nor conducive to maintaining the sort of city we would like with a *living heart*! Also, it states, that 'All demands for private car travel to the central city cannot be met.' Indeed!

Let's hope the Policy Committee can be convinced that bicycle use could ease traffic congestion and properly designed or reconstructed roads could encourage greater use of bicycles for transport.

### Border Ranges Tour

Keep this date free! Australian Cycle Trails is investigating the possibility of holding a bicycle tour of the Border Ranges of South East Queensland in Easter 1985. The ride will commence at Beaudesert and travel through many scenic areas of the Border Ranges National Park and will include Rathdowney, Woodendong and Kyogle. The route for the ride is presently being researched and developed by the Staff of Australian Cycle Trails.

Peter Brandis.

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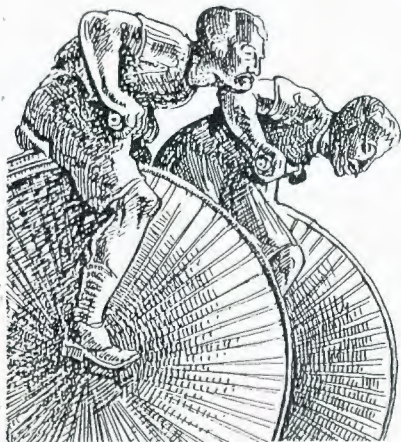
**276 Petrie Tce. Brisbane (07)831 2611**



### High Wheelers

The third Tasmania National Penny Farthing Championships are to be held in Evandale on February 23rd and 24th, 1985. The event promises to be bigger and better than ever, and all are invited to join in on a full weekend of cycling and camaraderie.

Competition is open to all comers, and again the aim is to make provision for all levels of ability. Competition machines are restricted to direct drive 'penny farthing' type, and must comply as closely as is feasible with traditional high wheeler designs. Penny farthing riding has always been a sport of gentlemen, and we rely on



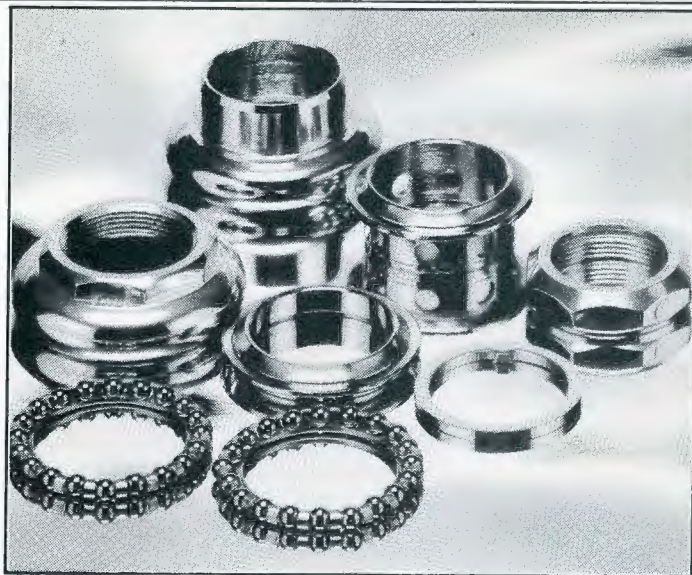
entrants' appreciation of tradition to cover any innovations.

In the interests of safety, the organizers ask that head safety gear be worn, and that no toe straps or clips be fitted to bikes.

The format of the weekend will be much the same as the previous year. A Friday night auction will be held to auction goods of a cycling nature on a commission basis. At competitors request the slalom event will be included in Saturday's programme, leaving Sunday for the Clarendon race/ride, a series of novelty events and the all-important social exchange. A Saturday night function will be conducted to bring spectators and competitors together in a hearty social atmosphere. For full information contact your travel agent or: Secretary Di Sullivan, 29 Murray St., Evandale 7212 Tas. Ph: (003) 91 8223.

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Trade enquiries welcome.



## Bicycle Buying Guide

Pedal Power ACT has just released a guide to buying bicycles in conjunction with Life Be In It and the Department of Territories and Local Transport. It tells you where to buy, how much to pay, about gearing, the right frame size, what accessories to buy and provides useful references and an extensive section on children's bikes.

This illustrated brochure will be available free from all Canberra bike shops, public libraries, the Department of Territories and Local Government Information centres in Canberra (Petrie Plaza, and Northbourne Ave, Dickson). Pedal Power will also provide copies and assist with enquiries, ph (062)487995.

## BFA Addresses Safety Conference

Dr. John Mathieson told the National Road Safety Symposium held in Canberra recently that there is currently a major bicycle road safety problem in Australia, but its causes are becoming recognised. There is every likelihood of substantial improvement if Governments implement education, enforcement and engineering programs.

Dr. Mathieson, who was an invited speaker at the symposium, is President of both the Bicycle Federation of Australia and Newcastle Cycleways Movement.

He went on to say that bicycle fatalities represent 2% to 3% of all road deaths, and officially reported bicycle injuries are a similar proportion of total road injuries. However,

there is strong evidence that bicycle injuries are grossly under-reported.

For example, hospital records show that bicycle casualties are approximately 10% of all road injuries.

In-depth study of the bicycle crash records shows that improvements to cyclist and motorist behaviour must be the prime goals if bicycle safety is to be improved. This conclusion is in stark contrast to the traditional view that bicycle safety improvement can only be made by construction of off-road cycleways.

Illegal and dangerous road behaviour is the norm for most young Australian pedal cyclists; with wrong-side riding, failing to obey traffic lights and road signs, and night riding without lights being the most blatant offences.

The needs and abilities of adult and child cyclists are different and separate approaches are needed in both engineering and behavioural programs.

Although the provision of some off-road bicycle facilities is very important, full separation of cyclists from motorists by construction of bikepaths is economically unrealistic in existing urban areas, and by itself is unlikely to improve overall safety because at least 80% of all bicycle crashes involve no other vehicle.

Head injuries are sustained by half of hospitalised bicycle casualties and by 80-85% of those receiving fatal injuries. Therefore, promotion of the use of bicycle safety helmets is one of the most effective methods of reducing the severity of the bicycle crash toll.

Police enforcement of the use of lighting systems by cyclists can substantially reduce after-dark crashes. Use of daylight conspicuity aids is recommended.

Bicycle safety education is recommended as the centre-piece of a comprehensive road safety package for the young. This is seen as potentially the most effective general road safety countermeasure for the longer term. The safe, responsible young cyclist of today will become the safer motorist of tomorrow.

Dr. Mathieson called on the Federal and State Governments of Australia to commence in 1985 a **National 5-Year Bicycle Safety Plan:**

"To make bicycle use for all age groups as safe as that for motor vehicles; at least on a time of exposure basis."

If adopted and efficiently implemented, this plan would reduce the overall injury rate by at least 75%.

Dr. Mathieson estimated that totally unnecessary bicycle crashes cost Australia at least \$75 million per annum. Such an amount could cost-justify the creation of more than 1000 jobs to implement bicycle safety programs. However, it was believed that a small number of bicycle safety workers could be effective and the Federal and State Governments were urged to move quickly to make the National 5-Year Plan a success.

## 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



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**The National Heart Foundation's popular Pedal for Heart attracted thousands of riders like this family group. The ride took participants through the Eastern Suburbs starting and finishing at Centennial Park.**

### Councils act on Bikeplan

The City of Sydney bikeplan is being implemented by Sydney City Council with the first stage (Linking Erskineville to Moore Park) almost complete. Local

cyclists however report a number of disturbing occurrences surrounding the City Council's activities. Cycle routes through Erskineville have been undertaken in conjunction with multiple street closures which make it impossible for vehicles to get through the suburban precinct. Bike riders fear that the unpopularity of the closures with the motoring public will further create tensions on the overcrowded city streets.

A number of no cycling signs (these signs have a red circle with a red slash covering the bicycle symbol) have also appeared unannounced in parts of the city and North Sydney. The signs are not a legal design and some groups are even considering legal action to challenge the right of groups like the Department of Main Roads to erect such signs.

Other moves to get the Inner City Bikeplan are underway in Leichhardt and North Sydney and will give joy to commuters and recreational bike users alike.



**New South Wales Transport Minister Barry Unsworth with the outgoing President of the Bicycle Institute of NSW at the launching of the guide book of Sydney Bicycle Tours. The book launching by the Minister was part of this years Bike Week activities.**

Bike riders hope that the illegal signs are not a misguided attempt by councils to implement their bikeplan. At present the neolithic DMR is being tipped as the instigator of the signs. More later.

### NSW Government creates two bicycle co ordinators jobs

Cyclists here are eagerly awaiting the impact of the two new bicycle project co-ordinators in the N.S.W. Ministry of Transport. The new Bicycle Coordinator working within the Ministry of transport is the former Bicycle Institute of NSW Safety Officer David Martin.

David's job is to co ordinate the various programs undertaken by the State Government in the areas of Education, Enforcement and Encouragement. Hiated priorities are to : Support the Bike Ed course in private and public schools; develop a community approach to encouraging safer bicycle use; developing education programs for children aged 5 to 8 years; raising public awareness of issues relating to safe bicycle use and assisting the parents role of supervising their childrens use of the bicycle.

We wish David sucess in his new position.

The second position is for an engineering co ordinator and is yet to be filled.



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**Two urban gorillas made a shock appearance on this years Sydney Spring Cycle. Riding atop of a single speed tandem bicycle (graciously loaned by Centennial Park Cycles) these plucky primates went along as part of a training run for the Sydney to the Gong ride. They were joined at morning tea by the Erskineville Chooks (alias Sydney to the Gong organizer Nigel Jenkins and Jenny Kerr). The chooks aim to start a new fashion in helmet decoration. The gorillas, safety conscious as ever, also wore hard shell helmets.**



## The Sydney Spring Cycle

An estimated one thousand riders turned up in Sydneys Hyde Park for the running of the Bicycle Institute of NSW Spring Cycle Ride. The event was held at the conclusion of Bike Week and took its riders across the roadway of the Sydney Harbour Bridge and on to Parramatta via Lane Cove National Park.

Riding a bike across the 'coathanger', as the bridge is known to Sydneysiders, was a wonderful experience with the steel lattice work casting unusual patterns across the roadway. Soon the riders were spread out along the Pacific Highway on to the morning tea stop at Lane Cove. Unfortunately the highway is a busy road and we wished the BINSW had taken us along one of their quiet commuter routes.

Once in Lane Cove National Park traffic tensions dissappeared and the morning tea stop was soon reached. From the park the ride proceeded across country to finish in Parramatta Park where the Institute provided a bush band as entertainment while hungry bikers tucked into lunch.

Last year the BINSW ran a shorter ride from the City to Centennial Park. This years event had more to offer its riders and hopefully if it remains as part of next years bike week will become a regular part of the rapidly developing Aussie recreational cycling calendar.

Big bike rides are a social event for some and a physical challenge for others. What ever your bent don't miss the next Spring Cycle: the organizers promise it will be bigger and better.



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**Members of the Newcastle media find themselves on the other end of the camera while enjoying a relaxing ride into work during Bike Week. The picture shows the splendid East West cycle way not far from Wallsend.**

### Newcastle Commuter Day

The warmth of spring was in the air in spite of the overcast skies. Gastric juices moved in anticipation of a breakfast later in Birdwood Park as we gathered at Wallsend for the start of our ride. The Newcastle Cycleways Movement those effervescent promoters of safe cycling were there in force with a truck load of bikes to provide the Newcastle media with a taste of the real thing. This was to be a 'try before you buy' morning for the willing staff of two local radio stations.

Soon we were off along the magnificent East West Cycleway into the city. With me this morning was the secretary of the NSW State Bicycle Advisory Committee Bob Ritchie who was up in New South Wales's Bike City to give Government support to Bike Week. I could only agree with Bob's glowing appraisal of the cycleway as being perhaps the best of its kind in the country. Certainly it does not have the scenic appeal of the Yarra River Bikepath in Melbourne but its smooth wide surface and its direct transport function make it an asset the citizens of Newcastle can be proud of.

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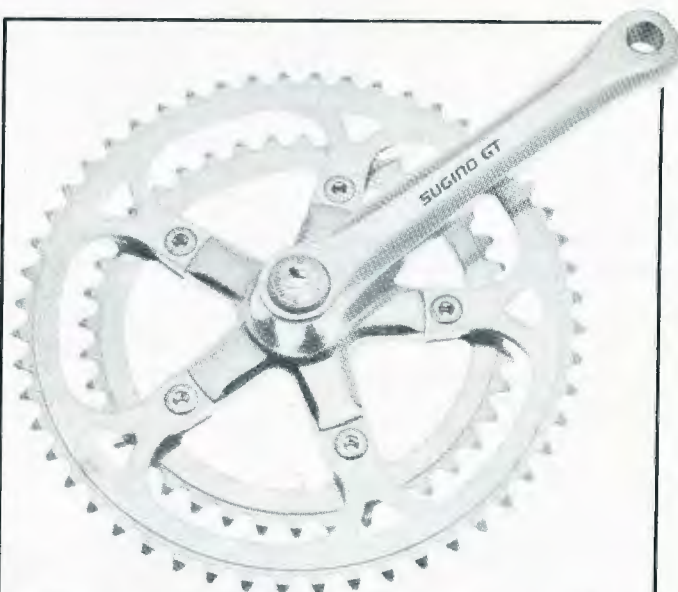
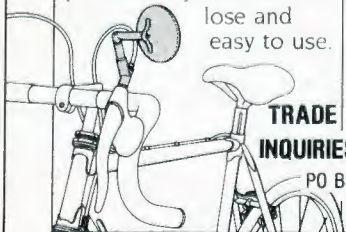
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The cycleway for most of its route follows a disused tramway abandoned in the fifties when Government transport policy in NSW was in its most short sighted phase. Now, in more enlightened times, the bicycle has returned to the roads and the off-road sections of this route are providing many many people with the opportunity to regain their pedalling legs in a safe and comfortable environment.

The East-West Cycleway is one of the first transport/recreational routes to be completed as part of the Newcastle Bikeplan. This ambitious scheme will eventually provide Newcastle with a network of on-road and separate facilities to rival any other city in Australia. Not all of the East-West route is off-road. Newcastle motorists have been introduced to the concept of shared roadways with the appearance of cycle lanes and bike signs and symbols on the roadway: all promise of things to come as the Bikeplan gets underway.

Near the International Sports Centre we were passed by high school children with balloons trailing from their bikes. Breakfast was not far off now.

Melbourne's bikers have been breakfasting in parks for years. Initially the idea grew as part of the Commuter Day activities held during Bike Week. Now at least one club regularly does it in style during the warmer months. All you have to do is get up early and take your physical exercise before you eat.

Birdwood Park is at the busy intersection of the Pacific Highway and King Street so many thousands of passing motorists witnessed the mornings activities. Many more heard of the event from the ABC radio announcer broadcasting direct from the caravan located in the centre of the breakfasting bikers. Over 250 people had come from all directions and after cups of tea and coffee, hot rolls and fruit juice pedalled off to their days activities.

The organizers, justifiably proud of their efforts with their first Newcastle Commuter Day, had managed to attract more than a similar event I attended in Melbourne during Bike Week in 1982. Oh yes, breakfast was delicious but the early morning ride down that magnificent bikeway was nicer.

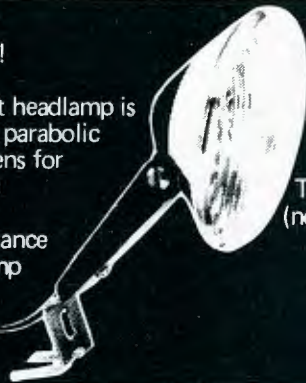
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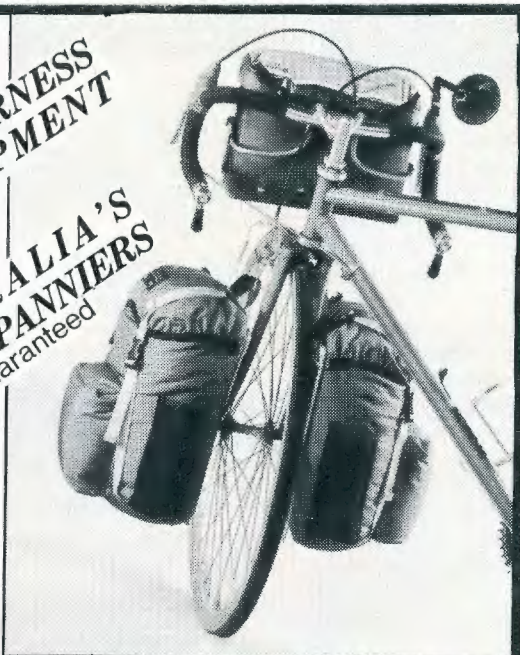
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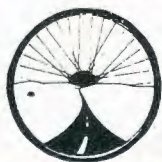
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In explaining the move Freewheeling publisher Warren Salomon said that with the magazine growing both in size and quality of content it was necessary to concentrate on publishing and leave the specialist supply of general and route information to the people who are developing the trails and facilities. Both the old and new proprietors said that customers should experience very little inconvenience during the change over and that all existing back orders would be processed normally as new stock arrived. ACT plans to make few changes for the moment to the present catalogue of over fifty titles however ACT executive director Michael Burlace said that his organization intended to rigorously develop the touring information side of the business to meet the needs of the growing touring scene. All mail order enquiries should be addressed to Australian Cycle Trails PO Box 57 Broadway NSW 2007. Telephone (02) 264 2521.

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